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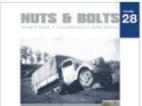
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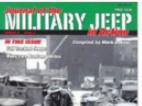
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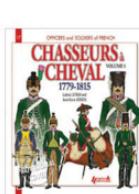
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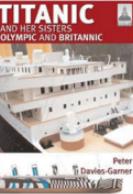
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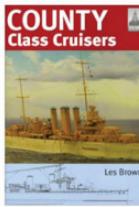
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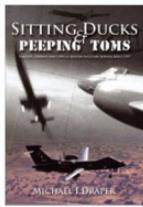
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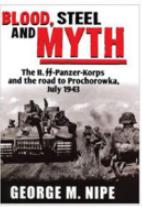
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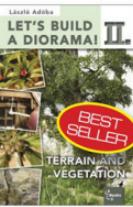
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ALL-NEW 1:35 SCALE T-90 DUE FROM ZVEZDA

The Hobby Company has sent us some photos of a built up sample of Zvezda's all-new 1:35 scale T-90 modern Russian tank. An image of the box art from the 1:35 scale SU-100 has also been provided.

Both models should be available in the UK by the time you are reading this.

Zvezda kits are distributed in the UK by The Hobby Company www.hobbyco.net



THE TANK MUSEUM WELCOMES DAN SNOW

Broadcaster and historian Dan Snow has signed as a Trustee of The Tank Museum.

Known for his work on the BBC and as a published author, the 33 year old Oxford graduate will sit alongside the other members of the Dorset museum's governing council.

Dan said: "Britain has the best heritage sector in the world and this is one of the finest examples of a Museum in Britain - and working with a world class organisation is very exciting for me.

"Anyone who is interested in military history cannot fail to be fascinated by the tank," Dan said. "The Tank Museum preserves this extraordinary machinery and tells the story of the people that served with it. The tank has changed the way in which warfare is conducted - and changed the world."

"I'm really looking forward to helping the Museum pioneer engagement with the wider world through the range of opportunities new media presents," he added. Tank Museum Director Richard Smith said: "Our trustees are drawn from a wide range of professional backgrounds and are responsible for steering and approving museum policy. As a registered charity, this expertise is invaluable in helping the museum continue to grow and prosper."

"Dan is a leading light in the field of military history, and we are grateful for the support and guidance that will follow from his association with us," Richard said. "Dan makes history exciting and accessible for everyone - and we are really looking forward to working with him."

Thanks to The Tank Museum for the information
www.tankmuseum.org

REAL MODEL NEWS

Real Models from the Czech Republic has been busy with a number of new releases:

RMA 35 226 Wheels Set No3 for M-ATV - Update Wheels Set for M-ATV (Panda Kit)

RMA 35 227 Wheels Set for M-ATV with Bulged Update Wheels Set for M-ATV (Panda Kit)

RMA 35 223 German WWII Barrels

RMA 35 225 LAV III rear Stowage

More information may be found on Real Models' website www.realmodel.cz

AIRBRUSH COMPANY EXTENDED OPENING HOURS

From 3rd January 2012, The Airbrush Company will be open an extra hour in the morning from 8am and an extra hour in the evening until 6pm (Monday to Friday, excluding Bank Holidays). Staff will be available on the phones to give advice and take orders.

Thanks to The Airbrush Company for the information
www.airbrushes.com

BADGER COMPETITION WINNER

Congratulations to our MMI Badger competition winner, Scott O'Neill from Kingswinford. The Hobby Company is sending your Bager 200 airbrush directly. Thanks to Badger www.badgerairbrush.com and The Hobby Company www.hobbyco.net



M26 Dragon Wagon

Walk Around



NEW BOOK FROM SQUADRON M26 DRAGON WAGON

Squadron Signal Publications has just released a new title by the prolific David Doyle, M26 Dragon Wagon Walk Around. This is available in both soft cover and hard cover versions.

The '40-ton Tank Transporter Truck Trailer M25' - dubbed the 'Dragon Wagon' by enthusiasts - was the largest wheeled vehicle fielded by the US Army during WWII. The M25 consisted of the M26 tractor and M15 trailer. Designed to recover disabled tanks and other heavy vehicles from forward areas, the M26 featured a large and heavily armoured cab. Field use, however, indicated that this vehicle was not often used in recovery operations during the heat of battle, so the later-production M26A1 eschewed the armoured cab. As US tanks evolved and became more massive, an upgraded version of the trailer, the M15A1, was introduced to accommodate them. During the 1950s the M15A1 was further modified to M15A2 standard. As such, these veteran trailers saw service through the Vietnam War and into the 1970s. This volume examines the armoured and soft-skin versions of this massive vehicle, and its trailers, through hundreds of colour photos and some of the finest restored examples in existence. The reader is visually taken over, under, and through these vehicles from front bumper to loading ramp. Illustrated with over 230 photographs; 80 pages.

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Build Your Dream!



This is a well-preserved example of the M1 Super Sherman in the Israeli Tank Museum at Latrun. It is essentially a WW2 configuration M4A1 76mm Sherman, supplied by France in the early 1950s. Photo by Bukiued.

Bruce Culver traces the use of the Sherman tank in Israeli service, including a number of unique and powerful variants.

THE SHERMAN TANK IN ISRAELI SERVICE



The Latrun collection includes most models of the Sherman that fought with the IDF. This is a late M50 Sherman mounting the French CN-75-50 gun developed from the main gun of the German WW2 Panther medium tank. It enabled the M50 to meet the opposing side's main tank, the T-34/85, on fairly equal terms. The M50 was built on a variety of M4 tanks. This was an M4. This tank has the later engine deck with the central exhaust location. Photo by Bukiued.



This rear view of the above M50 shows the later engine deck with the central exhaust duct and armoured cover. An extension has been welded to the bottom of the tail plate, which on late M4s went straight across on the bottom. The two boxes on the forward engine deck house the air cleaners for the Cummins diesel engine. Photo by Bukiued.

The Sherman tank, in a number of variations and models, was one of the longest serving armoured vehicles in the Israel Defence Force (IDF). From the earliest days of the Israeli nation to the recent past, the Sherman – as a main battle tank or in many conversions and developed models – served the needs of the IDF tank brigades in four major conflicts, and extended the fighting history of this famous

armoured fighting vehicle (AFV). With the end of World War Two, the United States left thousands of tanks, guns, and other war materiel in depots and salvage yards all over Europe. The fledgling nation of Israel was subjected to an arms embargo by most major powers and could not purchase the tanks and other heavy weapons it needed to repel the attacks of the surrounding Arab armies. With surplus M4 Shermans available in

so many places, it was inevitable that this tank would become the main AFV employed by the armour branch of the new IDF.

The first Shermans were purchased from Italy and France, from scrap yards that were preparing to dispose of the vehicles. Many of these first tanks had been demilitarised by removing or disabling the guns and some were not fully operational. A handful of Shermans fought in

the war of independence, and after winning that struggle, the Israelis were able to purchase numbers of Shermans from France and other sources. Many of the French tanks had been re-engined with the R-975 Whirlwind from the M4/M4A1 series, as this was available cheaply and in large numbers. Shermans that mounted the 75mm M3 main gun were referred to as the M-3 in the IDF. In addition, France supplied later models of the



This M50 was built on the hull of a Baldwin-built M4 Sherman, with its distinctive direct vision drivers' heads that Baldwin used for all early hull production. Some stowage is missing. Photo by Bukiwoed.



Here is a late-production M51 Sherman, mounting a 105mm CN-105-D1 main gun, and having features of the fourth batch production run. Note the stowage box on the rear side of the hull and the IR projector on the glacis in front of the driver. The turret frame is for spare tracks. Photo by Bukiwoed.



This rear view of the same M51 seen above shows the added louvers in the rear deck and the centrally located exhaust exiting an armoured box on the deck and ending in a split pipe in front of the travel lock for the main gun barrel. Here is the late M51 stowage with the large open armoured bin on the tail plate, which has been extended on this tank. Photo by Bukiwoed.



This is an ex-French M1 Super Sherman and is not modified very much except for the smoke launcher tubes on the turret sides and the searchlight. The four-pointed star on the glacis was an early identification symbol. Note the tank registration number on the front of the mantlet.



This M1 Super Sherman was seen in the Sinai, still painted in French brown olive drab. In 1961, Israel adopted a new gray-tan paint colour called Sinai Gray. The chevron marking indicates the 2nd company of the tank battalion, and the "Aleph - 1" indicates the first tank in the first platoon.



This is a very interesting view of initial production M50 Shermans in the 1950s, in Israeli olive drab. While the turrets have been modified with the new 75mm gun and mantlet, there are none of the later hull modifications, and only the mounting brackets for the turret smoke launchers are installed. Note the weight class marking on the glacis, blue with a red border, and a white "34".

M4A1 (76mm) and M4A3 (76mm), which were designated as the M-1 Super Sherman in IDF service, the only models so named officially by the IDF.

It was obvious the M3 75mm gun as completely obsolete for tank warfare, and the IDF planned to extend the life of the Sherman by upgrading the main armament. A group of IDF officers and planners visited France in 1953 to examine the new AMX-13 light tank for

possible purchase. The AMX-13 had an unusual oscillating turret in which the main gun was fixed in the turret and the upper turret elevated and depressed to aim the gun. The AMX-13's main gun was the CN-75-50, a modified version of the 7.5cm KwK 42 L/70 main gun from the WWII German Panther tank. It had very good performance, but the Israelis concluded the AMX-13 was too lightly armoured to use as a battle tank.

The CN-75-50 gun, however, was suitable for mounting in a modified M4 turret, and in 1954 the Israelis began development of this conversion with French assistance. The French produced the prototype turret in 1955 and the following year the Israeli Ordnance Corps facilities began to build the converted M4 Shermans. This also gave Israel's military industries valuable experience in fabricating armour assemblies and

adapting existing designs to mount new weapons and equipment. The Sherman with the French 75mm CN-75-50 gun was designated the M50 in IDF service.

The M50 was built on a variety of chassis types: M4, M4A1, M4A2, and M4A4, though these were all powered by the R-975 radial engine of the M4/M4A1 to standardize maintenance. Most M50s were fitted with HVSS and wide tracks, but early models did



Think Tank - The Sherman Tank in Israeli Service



A couple of M50 Shermans pass through a West Bank town during the 1967 Six Days War. These tanks have been fitted with the M50 hull stowage. The lead tank has turret markings for the first tank of the 2nd platoon. The proportion of tanks to supply vehicles is the norm.



M50s move up a road in the Golan in the Six Days War of 1967. The Israeli attacks against Arab countries on several fronts presented a real challenge to the Israeli armoured forces. The reliability and maneuverability of the Shermans made these tanks important to the final victory. The three white rings on the barrel identify the battalion within the brigade.



Dust in the desert was a constant source of wear and needed maintenance. Much of the desert in the western Sinai and the Sahara had a distinctive pink cast and so the Sinai Gray colour adopted in 1961 had a pink shift. This is 'Aleph 2', the second tank of the first platoon in its company.



Before the adoption of Sinai Gray, there was a sand yellow paint that did blend well with the sand in some areas of the desert. Note the rocky nature of this desert terrain, which led to the adoption of the HVSS steel T80 tracks. Rubber tracks were torn up pretty quickly in rocky soil like this.



This M50 comes by a burned out Dodge weapons carrier. Note the roll of barbed wire on the glacis, a standard fitting on many Israeli M50 and M51 Shermans. This tank was converted from an M442 (Sherman II) - note the welded drivers' heads. Early M50s had Continental radial engines the French had installed, but later the Cummins diesel replaced those.



The 1973 Yom Kippur War was the last major conflict for Israel's Shermans, and the M50 continued to serve with the later M5Is. This example is from 'A' company of its battalion. The Shermans in the IDF tended to pick up more personal stowage similar to this tank.

► retain the VVSS and narrower tracks from their WWII service. All were eventually upgraded. The original M4 75mm turret was modified by removing the rear and welding on an extension/counterweight to provide room for the main gun's recoil. A new extended turret front and mantlet mounted the French CN-75-50. The turrets and hulls had a wide variety of details depending on

the original model of Sherman involved. The Israelis designed a new stowage arrangement which developed over time, but carried spare fuel and water cans, spare track links, and new stowage bins on the hull sides. Later models also had spare road wheels.

Early in M50 production, the IDF decided to install the 460 hp Cummins diesel engine in the Sherman to replace the R-975. The

Cummins diesel was more powerful, but, more importantly, it had much more torque, allowing the tanks to handle steeper terrain and worse cross-country conditions. It ran on less expensive fuel and was thought to be safer in combat. At the same time, HVSS and wide tracks were standardised for the M50. All Israeli HVSS Shermans used the late-WWII T80 steel chevron tracks. Earlier M50s were upgraded later to

improve performance.

The Cummins diesel engine required a complete rebuilding of the engine deck and this became an identification mark of the new series. In place of the old single air intake behind the turret of the M4, there were now two smaller intakes at the forward end of the deck with solid plates of armour on the deck rear. A travel lock for the main gun was mounted on the



M51 Shermans spearheaded many assaults of the armoured force of the IDF. This example is set next to a road in the Sinai and represents an early production model, revealed by the extensive stowage on the rear hull deck, which would have blocked the vent louvers on later models. Stowage on the right side was similar except for no spare road wheels on the other side.



This M51 Sherman was seen on the Jordanian front during the Six Days War in 1967. This is an early production model with the plain rear deck and single rear exhaust system, based on the M4A3E8. This is a vehicle of the 4th ("D") company of the 3rd battalion of an armoured brigade.



Another M51 coded as tank "5" of the 4th ("D") company, this was seen in the West Bank during the 1967 Six Days War. This is another early production M51, finished in Sinai Gray. This was an M4A1 before conversion to the M51.



Although Israel won all its wars against the surrounding Arab states, it paid a high price, as exemplified by this burnt-out M51 Sherman in the Sinai during the 1967 war. This was an early production M51 with M50 stowage fittings.



Another first production batch M51 rolls through the Sinai during the 1967 Six Days War, showing the accumulation of "stuff" common in fighting vehicles. Many Israeli tanks had searchlights fitted as seen here, and a .50 M2HB heavy MG mounted forward on the turret roof. This tank has the M50 style stowage arrangement.



This is a second batch version of the M51, seen in the Golan heights in 1967. Most M50s and M51s carried a roll of barbed wire in brackets on the glacis. The barrel rings indicate the fourth battalion in a brigade. Note the small registration number on the gun mantlet.

centre rear edge of the deck and the right side exhaust pipe was removed and closed.

The M50 Sherman had been designed to fight successfully against the current Russian tanks used by the Arab armies threatening Israel (primarily T-34/85s), but with the fielding of the T-54/55 Russian medium tanks, the 75mm gun on the M50 was no longer adequate at normal fighting ranges. The Sherman had proven reliable and successful, and the numbers of later tanks like the M-48 and Centurion were limited, so the Israelis wanted

to keep the Sherman in service. This required a new gun.

As before, the Israelis went to the French, who had developed a new 105mm main gun for their AMX-30 main battle tank (MBT). This was a high velocity weapon called the CN-105-1F1, with a 56 calibre barrel length (6 meters long) and a muzzle velocity of about 1000 m/sec, capable of penetrating most MBTs of the period using HEAT ammunition. However, there was no way it could be installed in a Sherman turret even the T23 turret interior

could not accommodate the long recoil travel. The IDF came up with their own solution - shorten the gun to 44 calibres (and only 800 m/sec muzzle velocity) and use a larger muzzle brake to reduce the recoil forces. They called the modified gun the CN-105-D1, and it was successfully tested and approved for production. With the new 105mm gun, the Sherman was designated M51.

All M51 Shermans were to be built with the Cummins 460 hp diesel engine, and the initial production run of the M51 was

based on the earlier M50 in automotive details, but mounting the new 105mm gun. The engine deck was the same as that of the M50 and so were the hull stowage arrangements, with spare tracks carried on the hull with single stowage bins on each side, but all M51s carried spare road wheels on the left side.

The majority of M51s were built on the late-war M4A1 large hatch hulls, all with HVSS and T80 wide tracks. The T23 turrets were modified by cutting out the rear and adding a new bustle and ▶



Think Tank - The Sherman Tank in Israeli Service



This M51 carries the typical M51 stowage, which was a standardized type and not changed for most of M51 production. This tank was photographed in the 1973 Yom Kippur War and is from the third battalion of an armoured brigade. The M3 halftrack behind it was a standard Israeli APC.



M51s in the Golan Heights in 1967 lead a long column of different vehicles. These are all early production M51s with M50 stowage. Most of the early M51s kept their M50 stowage layouts and weren't reworked to M51 standards, even if other equipment changes were made.



One advantage of the Cummins diesel engine in the M51s is that it allowed one tank to tow another without putting excessive strain on the engine. These tanks in the Sinai are possibly second batch production examples with vents in their rear decks, as there is not much stowage piled on the hulls.



This late-production M51 stands as a memorial to those in the IDF armoured force who lost their lives securing the Golan Heights during the 1973 Yom Kippur War. Note the new stowage box on the right rear of the turret extension, one of the features often found on later M51s.

► counterweight to lengthen the turret interior for the new 105mm gun. A new mantlet carried the CN-105-D1 gun, and there was again a variety of turret details though most were typical of late-WWII US types. All production M51 turrets had two smoke dischargers on each side of the turret.

There were apparently a very small number of extremely early M4A1 hull M51s that retained their original M4A1 engines and rear decks until they were re-engined with the Cummins diesels. They had M50 style stowage, and probably did not serve for more than a few months in this configuration, but there are photos of them in service.

As mentioned, the initial production batch of M51s was very similar in detail to the later M50. As production of the M51 continued, combat reports and experience led to changes in the vehicle. There were four production batches of M51 Shermans, each with its own detail changes.

The initial production batch was

the same as the M50 Cummins diesel version, with two air intakes up under the turret rear and a plain deck with no vents or louvers and a gun travel lock at the centre rear. The exhaust system was similar to the M4A3, but with only the left side exhaust pipe, the right one being sealed. The gun travel lock was welded from steel bar stock instead of the later tubing, though later examples did have the tubular travel lock, and the hull had M50 style stowage. This first batch of M51s was built from 1962-1970. Later examples of this batch had the more typical M51 hull stowage.

The next batch of M51s was built from 1970-1975, and differed primarily in having three ventilation louvers in the hatches in the lower (rear) are of the engine deck, for better cooling of the engine. These tanks also had the more common hull stowage with two bins on each side, the spare tracks mounted on the forward turret sides, and extra carriers for jerry cans and other containers.

The third batch of M51s was

built from 1975-1980s, and was similar to the second batch except the rear exhaust system was eliminated and a new exhaust installed that exited from the centre of the engine deck, terminating just in front of the gun travel lock at the rear centre of the deck. It was protected by an armoured box set between the two sets of louvers in the lower section of the deck.

The fourth batch was built or converted from earlier examples in the 1980s-early 1990s. It involved cutting off the rear hull plate, inserting spacers, and re-welding the hull rear at a more inclined angle to open more room under the

tail plate for engine ventilation and cooling. Most of these tanks also received a large open armoured box attached to the tail plate. Not all M51s received this modification, and it was possible to see earlier models going through their entire service lives with only the changes made when they were converted to M50s or M51s. Not all the tanks in a batch received all the detail modifications intended for that batch and a few had features of more than one group.

The fourth batch of M51s also received additional equipment that was often retrofitted to earlier models, but was most associated with the late M51s. These



In one of the lesser ironies of show business, this Israeli M51 Sherman stood in for a German tank in Samuel Fuller's war movie "Big Red One", filmed partly in Israel in the late 1970s. This view emphasizes the length of the 105mm gun barrel.

included a .50 M2HB machine gun mounted on the main gun mantlet, a .30 M1919 Browning MG on the commander's cupola, the large rear bin (sometimes added to earlier models during rework), a 60mm light mortar on the turret roof between the cupola and the loader's hatch, infrared periscope devices for the commander, driver, and assistant driver, and an infrared light projector on the glacis (replacing the WWII siren) that illuminated the area in front of the tank for night operations.

After serving many years in the IDF, large numbers of Shermans were converted to special purpose vehicles: ambulances, self-propelled howitzers, mortar carriers, mine removal vehicles, observation vehicles, and perhaps most bizarrely, manned targets for anti-tank gunnery training with extra heavy armour plates welded and bolted to the basic turreted vehicle. These adaptations served even longer than the Shermans themselves, being retired only when better obsolete tanks (T-55/T-62) became available.

Finally, Israel sold a number of their M50 and M51 Shermans to other countries to build their armoured forces. Many were supplied to Christian militias during the civil war in Lebanon, but the largest number sold went to Chile in the late 1970s-1980s. This model represented the last version of the Sherman developed by Israel. Israel had worked with Oatemela (now Otofresa) in Italy on a smaller high-velocity gun for light armoured vehicles. It was in concept a scaled-down L7 105mm gun with a length of 70 calibres and a very high muzzle velocity (1,620m/sec), able to penetrate 120mm of armour at 2000 meters. Though the IDF did not adopt this weapon, it was approved for installation in the M50 and M51 Shermans Chile had purchased from Israel. Chile and Israel worked on the conversion and Chile modified the tanks using Israeli supplied guns. This version of the Sherman was usually referred to as the M60.

The M60 was externally similar to the M50 or M51, but a new mantlet was required for the smaller barrel of the HVMS weapon and the turret interior was modified to adapt the turret to mount the gun and ammunition supply. The M60 served in the Chilean army until 1989, making these among the last Shermans to be employed on a large scale by a national army, 48 years after the T6 prototype for the M4A1 appeared in 1941. ■



In the late 1970s and early 80s, Israel sold a large number of M50 and M51 Shermans to Chile, which then re-armed many of them with the 60mm Hyper Velocity Medium Support (HVMS) gun system, which could penetrate up to 120mm of armour at 2000 meters. These were the last Shermans employed in large numbers in any army, and were phased out in the late 1980s.



This is an example of the first Israeli medical evacuation vehicle (Amburtak), and was built on old M1 Sherman hulls with HVSS. The engine was moved forward and a new armoured caparase was added to the rear hull to protect a medical team and up to four casualties. Some later stowage similar to the M50 tank was added. Note the exhaust pipes exiting the center hull roof. Photo by Bukiued.



This is the second medical evacuation vehicle, based on the M444 chassis and fitted with HVSS. This was a much more spacious vehicle and carried more specialized equipment. These IDF ambulances served for many years. Photo by Bukiued.



The other M50 in IDF service was this self-propelled carriage mounting a French Model 50 155mm howitzer, developed by Israel and France in the 1960s and built in series in the 1970s. They were based on the M444 lengthened chassis and fitted with Cummins diesel engines. In the background is the MAR-240, a prototype rocket launcher firing the Russian BM-24 rockets. Photo by Bukiued

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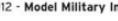


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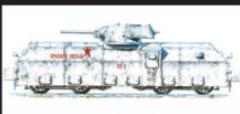
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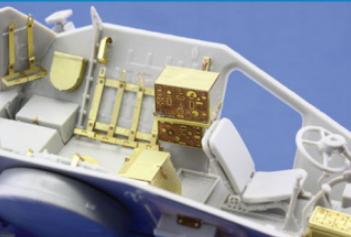


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KING SHERMAN

The Editor can't resist building Tamiya's brand-new 1:35 scale M51 Israeli Sherman as soon as it lands on his doorstep.





Tamiya is not the first company to release a 1:35 scale M51 Sherman.

Dragon's M51 was launched in the late 1990s and received an upgrade in 2007 with new running gear and full-length DS tracks; while Academy's kit has been available for more than ten years too.

Two key features differentiate Tamiya's kit from those that have come before.

Firstly, Tamiya has moulded a genuine first-generation M51 as used in the Six Day War of 1967, as may be seen by the unique engine deck and stowage configuration.

Secondly, Tamiya's kit is supremely easy to build.

IN THE BOX

Tamiya's 1:35 scale Israeli Tank M51 comprises around 232 parts in typical Tamiya dark yellow plastic, eight parts in brown plastic, plus large and small polythene caps and a length of white string for the tow cable and decals covering three marking options.

My estimate of the parts is very approximate as I was so excited to receive the kit that I started building it even before I did my customary counting of sprue contents. My estimate is therefore based on the empty spaces on the plastic frames!

You might reasonably expect that this kit would share something in common with the Tamiya Shermans that have come before it, but this 1:35 scale M51 is almost completely new. In fact, the only sprue dated earlier than 2011 is the .50 cal machine gun on the turret roof.

Tamiya's 1:35 scale Israeli M51 represents one from the first production batch, which was manufactured from 1962 to 1970 and saw action in the 1967 Six Day War. To my knowledge, this is the first mainstream kit of this important variant.

The quality of moulding is everything that we have come to expect from Tamiya. Parts are flash-free, connected to the sprues via fine attachment points, and the surface texture is authentic. The hull, transmission housing and turret all feature subtle cast texture. There are only a few minor areas that will need attention prior to construction. There is a raised centreline seam around the tyre of each road wheel, and the centre of the turret hatch interiors feature a faint ejector pin circle.

Interestingly, the lower hull is supplied as a "flat pack" with separate sides, floor, back and engine bulkhead. Of even greater interest are the cutouts in the engine bulkheads, which would

allow for the installation of interior detail, either after-market or a later Tamiya release.

The HVSS suspension units are nicely detailed but delightfully simple to assemble. There are only eight pieces per unit, including the four road wheels. The compromise is lack of articulation - the running gear can be posed any way you want as long as it is flat on the ground.

The T80 tracks are full-length and flexible. These may be glued using regular polystyrene cement. Exterior and side connector detail is excellent. The guide horns are solid blocks with a hole in the top of each one. The guide horns on the real T80 track were hollowed out from front to back, but fortunately the absence of the open guides is almost completely hidden once the model has been assembled.

The upper hull is moulded with separate hatches and engine deck, so we may see different versions of the M51 from production batches 2 (1970-1975) and 3 (manufactured until the 1980s). Separate sponson blanking plates will ensure that you won't suffer from that embarrassing "see through" effect when peering into open hatches.

The unique cut-and-shut M51 turret is presented in top and bottom halves. The big weld bead is present along the bustle cut line, and the hatches may be posed open. The large and distinctive muzzle brake is split into four pieces, as is the mantlet cover. The canvas texture is very convincing.

Two crew figures are provided for the open turret hatches. Both are wearing WWII-style US tankers' uniforms and helmets.

There are no clear parts. Headlight lenses and vision blocks are moulded in solid coloured plastic.

Markings are supplied for three vehicles - two from the Six Day War of 1967 finished in Sand; and one from an unknown unit in 1973 wearing the later shade of Israeli Sand Grey.

EXTRA TEXTURE (READ ALL ABOUT IT)

Tamiya's cast texture looks good straight from the box, but I could not resist customising my M51 with a coarser finish before I started to assemble the kit.

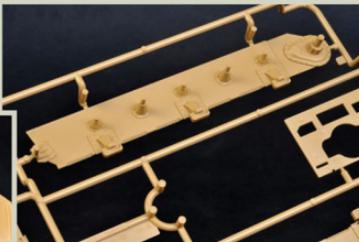
First, the track guards were masked off with Tamiya tape. These are moulded to the sides of the upper hull and I did not want the cast effect to extend to these pressed metal elements.

Tamiya Liquid Surface Primer was liberally brushed on to the hull and transmission cover, then stippled and randomly dragged over the surface with an old brush ►

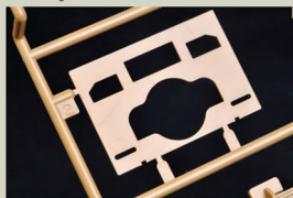


Along with most of the rest of the kit, the upper hull is a completely new moulding.

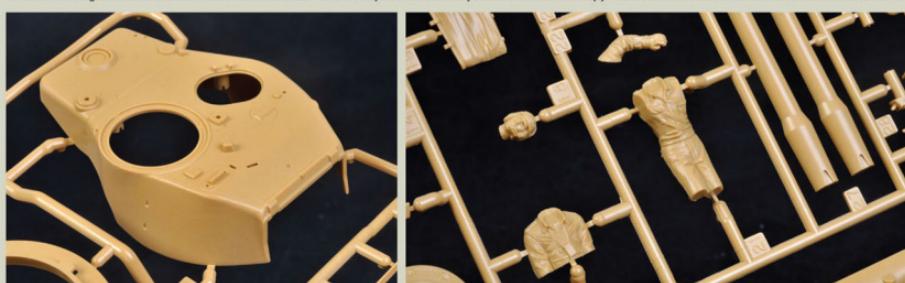
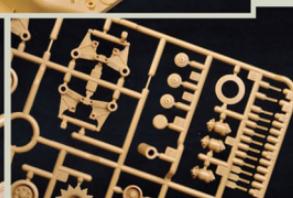
Cast texture is moulded onto the hull.



The new lower hull is provided as separate panels for the sides, floor and back.

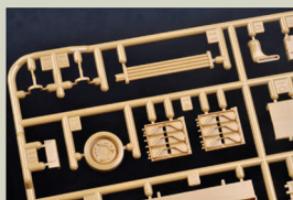


The cutouts in the engine firewall hint at a future release with interior detail. The HVSS suspension units are nicely detailed but broken down simply.

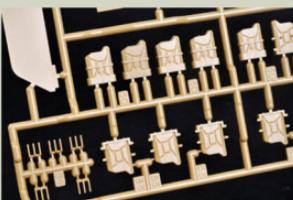


The new turret also features moulded cast texture.

Two Israeli 1960s-70s era crew figures are supplied with American tanker-style uniforms.



Spare wheels and spare track links are provided.



Plenty of jerry cans and water containers are included.



Some of the tools.



Just about the only old sprue in the box is the .50 cal machine gun, which dates from 1990.



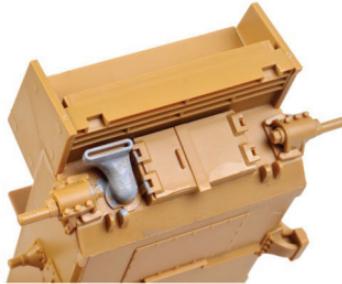
Tamiya supplies flexible full-length T80 tracks in a glueable material.



Guide horns are solid and have a hole in the top.



Construction starts with the assembly of the lower hull tub. Fit is perfect, and the firewall ensures the correct alignment of the sides.



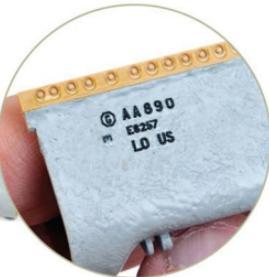
A little extra texture was added to the exhaust using Tamiya Liquid Surface Primer stippled with an old stiff brush.



Archer Fine Transfers' casting marks are resin on a waterslide decal backing sheet.



After the transmission cover was textured, Archer casting marks were added.



as the liquid dried. Tamiya Cement was also used to keep the Surface Primer workable as it was drying. This process was repeated a few times until I was satisfied with the finish.

For the turret, I rescued an old bottle of Gunze's Mr Surfaicer 500 from my modelling drawers and opened the lid without shaking the contents. I poured most of the thin clear liquid at the top of the jar onto the grass outside my front door, leaving a nice gluey compound at the bottom. This was fished out with an old brush and slapped on to the assembled

turret halves, resulting in exactly the rough-hewn effect that I was hoping for.

The rougher cast surface of the turret partially obscured the moulded-on bustle weld seam, so this was augmented too. Tamiya tape was run down either side of the weld bead, then Tamiya's Grey Putty was trowelled into the gap with an old staple remover - one of my favourite puttying tools. The tape was removed while the putty was still workable, and it was moulded to shape as necessary.

The cast surfaces were then sprayed with Tamiya Grey

Primer straight from the can to highlight any inconsistencies or imperfections before construction continued.

Tamiya has cast some welding marks on the turret of the kit, but I wanted to add more to the turret side, mantlet, transmission cover and glacis plate.

Archer Fine Transfers offer a series of welding mark decals. These are raised resin letters, numbers and symbols bonded to waterslide decal film. It is a simple matter to cut the decals from the one-piece sheet, dip them into water and slide them into the

desired position on your model. In common with any other waterslide decals, these should ideally be used on a painted surface, and will perform best over a gloss coat. Archer's welding mark decals are an easy and effective enhancement that will be appropriate for many armoured vehicles.

VICLESS

If I were asked to describe construction of Tamiya's new 1:35 scale Israeli M51 in one word, I would have to say 'vicless'.

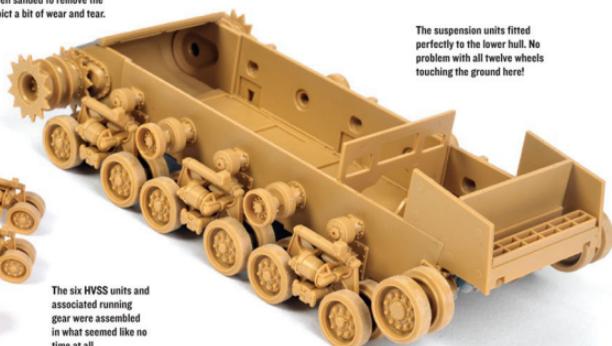
From this point on, basic construction followed the sequence ►



Each of Tamiya's HVSS units is made up from only eight parts. Note that the tyres have been sanded to remove the raised centreline seam and to depict a bit of wear and tear.



The six HVSS units and associated running gear were assembled in what seemed like no time at all.



The suspension units fitted perfectly to the lower hull. No problem with all twelve wheels touching the ground here!

Although Tamiya's moulding looks good, I decided to customise my hull and turret with heavier cast texture. Tamiya Liquid Surface Primer was liberally brushed on, then stippled and randomly dragged over the surface with an old brush. Tamiya Cement was also used to keep the Surface Primer workable as it was drying.



A number of holes must be drilled into the hull. These are clearly indicated in the instructions, and the drill guides inside the hull are very positive.



The flexible T80 tracks were glued with Revell Contacta cement and clamped while the adhesive dried.



The unpainted flexible tracks looked a bit chunky and slightly loose at first, but the appearance really improved after the upper hull was added.

◀ of Tamiya's instructions. The tyres of the road wheels were sanded with a coarse sanding stick to eliminate the raised centre seam and to suggest a little wear and tear. The ejector pin marks on the inside of the turret hatches were scraped off with my Mission Models Micro Chisel, and the slightly scored plastic was repaired with Tamiya's Liquid Surface Primer.

After some deliberation I decided to use the kit's full-length flexible tracks. These were looped and glued using Revell Contacta cement, then clamped and left to set.

Once basic construction was

complete there were no gaps visible.

The only areas requiring any attention were a few uneven seams above the transmission housing joining strip; and the join between the sides and top of the "fabric" mantlet cover. Even here, I was not completely sure that any seam line would be visible after paint had been added. Both of these areas had a few spots of Tamiya Surfacer applied with the tip of a toothpick. This was as much for insurance than any other reason.

I did manage to lose one of the separate caps for the jerry cans. I pilfered the equivalent part

from an unused Tasca jerry can. Although this was a British style, it was close enough for my purposes.

THE DEVIL IN THE DETAIL

With basic construction complete, the model was treated to a few enhancements and additions.

The ends of the hull .30 cal and the turret .50 cal machine gun barrels were very carefully hollowed out with the tip of a hobby blade.

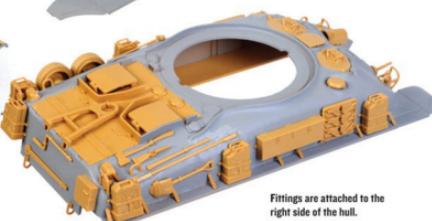
Reinforcement / mounting strips were added to the edges of the transmission cover

where they meet the front mudguards. These were cut from thin Evergreen plastic sheet and fixed in place with Tamiya Extra Thin Liquid Cement.

Tank Workshop's Precision Detail Chain was glued to the cover of each smoke discharger. This was the finest chain I could find in my collection, although it is probably still a bit too chunky. Next time I will look for photo-etched chain. The Tank Workshop chain is great to work with



The M51 hull bristles with a plethora of tools and fittings. Tamiya supplies all of these.



Fittings are attached to the right side of the hull.

The re-textured upper hull was hit with a coat of Tamiya's grey primer straight from the aerosol can to check for inconsistencies prior to further assembly.



The inside of the turret is featureless save for the figure bases fitted underneath the open hatches.



After texturing the turret, the prominent weld head at the bustle was emphasised using Tamiya grey putty and masking tape. The putty trowel is an old staple remover – my favourite putty applicator.



The weld head was very chunky on the real vehicle. This is what the weld line looks like after the masking tape has been removed.



The large, characteristic muzzle brake is made up from four separate pieces.



The long 105mm barrel is supplied in two halves split along the centre, but fit is mercifully good. The canvas mantlet cover is depicted by four plastic parts – two sides, a top and a bottom.



Although the barrel is secured with polythene caps, it is fixed in a single position once the mantlet cover is fitted. At the risk of sounding repetitive, the fit of the multi-part mantlet cover is very good indeed.



Archer welding marks were applied to the turret side and the front of the mantlet.



though, being very flexible and pre-coloured in a flat black so there is no risk of bright brass or copper showing through the final paint job.

The front of the separately moulded engine deck grouser vents are moulded open but the bottom of the parts are solid. Tamiya does not supply photo-etched covers for the front, so I decided to make my own with fine metal mesh. The mesh was cut into shape with a pair of nail scissors then secured with super glue.

Stowage and tarpaulins were added to the rear deck of the vehicle. Reference photos showed some of these tanks with huge packs overhanging the rear deck and luggage rack. I formed a tarpaulin from Kneadatite two-part epoxy. With the blue and yellow epoxy parts thoroughly blended, the resulting squishy green ball was rolled into a thin sheet. I rolled the Kneadatite with a dampened glass jar on greaseproof paper to make sure the epoxy did not stick to any of the surfaces. The irregular edges were cut off the thin sheet resulting in a rectangular tarpaulin.

I glued a couple of random scraps from my modelling desk together – a styrene strip, a cylindrical piece of plastic and a small chunk of foam packing – then wrapped the Kneadatite tarpaulin around it. While the putty was still flexible, I pressed the bundle onto the luggage rack, then glued the rack to the rear hull. Finally, I used some fine wire to represent tie-down ropes.

I also made a long camouflage tarpaulin using the same method. This was rolled up, bent into a "S" shape and placed on the side of the rear deck.

The next day I took a good hard look at my handiwork and I was not particularly pleased. The side tarpaulin just looked messy so I prised it off with a minimum of collateral damage to the model.

I also thought that the rear stowage bustle looked too small, so I set about beefing it up. I cut the discarded rolled camouflage tarp into three pieces and stacked two of them just forward of the existing stowage. The U.S. helmet supplied in the kit plus an old resin boot from the spares drawers were glued onto the rear deck near the stowage.

STRING THEORY

Two new thin sheets of Kneadatite were prepared. One of these was cut into a square and draped over the newly extended stowage, just allowing the boot and the helmet to peek out from under one edge but covering the other enigmatic shapes. M Workshop's fine "Non Fuzzy" string was used for tie-down ropes. The string was secured to the bottom of the luggage rack, the gun travel lock and the tall light brush guards, then tightened while the Kneadatite was still pliable. Super glue was used to lock the string in place. Considering that this stuff really does appear to be string, it responds remarkably well to cyanoacrylate adhesives.

The second sheet of Kneadatite was folded neatly as a general tarpaulin and stowed on the side of the rear deck. ▶



The tracks have been slipped around the running gear and the upper hull glued in place. Basic construction was completed over a period of just two days. Magic!

“If I were asked to describe construction of Tamiya’s new 1:35 scale Israeli M51 in one word, I would have to say ‘viceless’ ...”



All the extras are now in place.

The string for the tow cable was stiffened in a mixture of white glue and water before being attached to the upper hull.



The entire model was treated to a coat of Tamiya’s grey primer straight from the can. There were no gaps or seams to worry about on this project.

Stowage was added to the rear luggage rack from scraps on the modelling desk covered with a Kneadatite tarpaulin. Fine wire was used to represent rope.



The open fronts of the grouser vents were fitted with mesh cut to size and secured with super glue.



Stowage, Mk.II. I was not particularly happy with my first stowage effort, so I added some more plastic shapes forward of the original stowage and formed a new larger tarpaulin from Kneadatite. M Workshop’s Non-Fuzzy String was used to tie down the big bundle. A further tarp was rolled up and stowed on the hull side.



Fine chain from The Tank Workshop was added to the smoke dischargers.



Braces for the front mudguards were cut from plastic strip and glued into place. The end of the hull machine gun barrel was hollowed out with the tip of a hobby knife.





The wheels and tyres were sprayed roughly with Tamiya XF-1 Flat Black prior to the camouflage colour being applied.



Tamiya's aerosol TS-46 Light Sand is recommended by the instructions. The paint was decanted from the spray can to a glass jar and then applied in three light coats with my Iwata HP-CH airbrush.



The tyres, tracks and tools have been picked out with a fine brush using a mix of Tamiya XF-1 Flat Black and XF-64 Red Brown.



Turret markings are rub-down dry transfers from Verlinden. Although this is an old sheet, it is still available in the Verlinden catalogue today.

► My early set of sprues did not include official Tamiya string for the tow cable so I cut a 16 cm length of M Workshop's heavier gauge "Non Fuzzy" string for this task. The string was attached to the kit's plastic end pieces with super glue.

Before attaching the tow cable, I prepared a mix of

around 40% water and 60% Micro Krystal Kleer. The string was slowly dragged through this thick liquid and the excess carefully removed with a fingertip before being allowed to partially dry for a few minutes. When dry, the solution stiffens the string and helps it maintain a fixed drape on the vehicle after it has been glued in place.

The still-flexible, partially dry string was now carefully positioned

onto the upper hull. After around half an hour, I applied Tamiya Extra Thin Liquid Cement to the plastic ends, securing them to the front and rear of the hull. I also dabbed a few spots of super glue along the cable run, particularly on the guides moulded to the upper edge of the hull.

SANDY SCHEME

Steve Zaloga's book "Tank Battles of the Mid-East Wars (I) The Wars of 1948-1973" has an intriguing photo of two M5Is on the Sinai

Front in 1967 with bulky stowage and big turret codes. I decided to base my scheme on one of these.

Before camouflage was applied, I sprayed the entire model with a coat of Tamiya's

Grey Primer straight from the can.

Next, the tracks and tyres were sprayed in a dark mix of Tamiya XF-1 Flat Black and XF-64 Red Brown acrylic paint. As you will see in the accompanying photographs, precision is not important at this stage!

According to the instruction, the basic camouflage colour for this 1967 scheme was Tamiya's TS-46 Light Sand in an aerosol spray can. This acrylic lacquer was decanted into a glass jar and applied with my Iwata HP-CH airbrush, generally avoiding the larger areas of black already sprayed onto the tracks and tyres. This pale coloured paint needed three thin coats to cover completely, but the smooth tough lacquer finish was worth the extra time and effort.

The base colour was mixed with a few drops of white primer and this paler shade of sand was applied in random patches, spots and streaks to lend some slight variation to the single overall tone.

I now brush painted some of the smaller details in the dark Black / Red Brown, including the metallic sections of the tools, the spare track links and the tow cable. The tyres and tracks were also touched up with the same acrylic mix at this stage.

Unlike waterslide decals, rub-down decals work best on a matt surface. I rescued an old set of Verlinden rub-down decals, set no. 155 "Israeli IDF Vehicle Markings" ▶



The large and rolled tarpaulins were painted with Tamiya acrylics - XF-49 Khaki and XF-67 NATO Green respectively. The outlines of the tarps were painted by brush then the interior areas were sprayed. The string was carefully brush painted with XF-57 Buff.

► No.1", and cut some of the large identification codes and number plates from the sheet. These were temporarily held in place on the turret and hull using masking tape while I rubbed the decals from their backing sheet with the blunt end of a paint brush (don't use the brush end!).

The purpose of a filter is to add subtle variety to the base colour. Sin Industries' P402 Brown Filter for Desert Yellow was applied sparingly with a wide soft clean brush over the entire model. The filter did a particularly good job over the cast-textured surfaces.

Future Floor Polish was now sprayed over the model in preparation for the Tamiya decals and further weathering.

The decals behaved impeccably over the glossy Future flat coat.

A blend of MIG Productions Earth Wash and AK Interactive Enamel Wash AK 045 Dark Brown was prepared and applied over the gloss finish with a fine brush along structural surfaces, Jerry cans and the edges of hatches, with special attention to the wheels and running gear. Where the effect looked too intense, I went over the oil wash with a brush dipped in Pure Gun Turpentine.

Three fine coats of Testor's Model Master Flat Lacquer were sprayed to restore the lustreless finish.

The model was sprayed with an overall gloss coat of Future floor polish prior to further weathering.



The aerial wire was cut from a length of Albion Alloys' 0.33 mm Nickel Silver Rod. The pennant was painted onto a piece of paper using Vallejo Model Color Acrylics. The aerial tie-down is smoke-coloured invisible mending thread, wrapped around and super glued to the bustle grab handle.

The cupola vision blocks were first painted in an intentionally uneven base coat of the Black / Red Brown mix. Once dry, this was overpainted with two coats of

Tamiya X-25 Clear Green.

I am not a big fan of solid coloured plastic headlights, and even less enamoured of silver paint representing a clear lens. Ideally, I would like to see clear plastic headlights or separate clear lenses included with all new military vehicle releases.

Trying to make the best of the situation, however, the lenses of the solid plastic headlights were painted light grey, followed by a dark crescent near the bottom

and a couple of small white spots diagonally opposite. This was intended to suggest the reflectivity of the headlights without using silver paint. The painted lenses were finally given two glossy coats of Future floor polish. In the end, my painted headlights look a bit like startled eyes from a Japanese anime character, but I still think they are preferable to plain silver.

Photos of the muzzle brakes often show them to be filthy, so mine was sprayed with a mix of



The aerial wire was cut from a length of Albion Alloys' 0.33 mm Nickel Silver Rod. The pennant was painted onto a piece of paper, and the tie-down is smoke-coloured invisible mending thread.



Tool handles were painted in a mix of Vallejo's Old Wood and New Wood, followed by a streaky overcoat of Tamiya X-26 Clear Orange.



AK Interactive's Dark Brown Wash was mixed with MIG Productions' Earth Wash and selectively applied to recesses in the stowage and running gear.



The .50 cal machine gun is starting to show its age, being a bit basic in detail, but it does the job. The cupola vision blocks were painted with two coats of Tamiya X-25 Clear Green over an intentionally uneven dark base colour.



The lenses of the solid plastic headlights were painted light grey, followed by a dark crescent near the bottom and a couple of small white spots diagonally opposite. This was intended to suggest the reflectivity of the headlights without using silver paint. The painted lenses were finally given two glossy coats of Future floor polish.



The completed model in profile.

Tamiya XF-1 Flat Black and XF-64 Red Brown

Metallic edges of stowage boxes, track guards and lifting hooks were "chipped" with Vallejo Acrylic Highlight German (Black) applied almost dry with a small sponge.

Mig Pigments' P030 Beach Sand and P415 Light European Dust were mixed 50/50. Water was gradually added and the resulting

slurry was applied with an old brush (you won't be using it for fine paintwork after this) to the running gear, forward hull and the top of the stowage.

Once the water had evaporated, the chalky residue was mostly scrubbed off with a stiff brush so that only sandy remnants were left behind. ▶

"You might reasonably expect that this kit would share something in common with the Tamiya Shermans that have come before it, but this 1:35 scale M51 is almost completely new...//"



The muzzle brake was sprayed with a thin mix of Tamiya XF-1 Flat Black and XF-64 Red Brown.



Metallic edges of stowage boxes, track guards and lifting hooks were "chipped" with Vallejo Acrylic Highlight German (Black) applied almost dry with a small sponge.

Ejector pin marks were removed from the insides of the hatches before they were painted, weathered and glued in place.



CONCLUSION

It is always exciting to find a plain white box with the familiar twin-star logo of Tamiya arriving in the mail. Like many samples, this was unheralded – it just turned up out of the blue.

As soon as I saw that it was the M51 I dropped everything to build it straight away. I have always liked this vehicle. In fact, I had bought the MP M51 conversion decades ago, but it will probably remain stashed away forever now that Tamiya's kit is on the scene.

Tamiya's new 1:35 scale M51 has a lot going for it. It is the only initial production M51 straight from the box, it is easy to build, detail is excellent and fit is close to perfect. If you don't like the full-length flexible tracks, there are plenty of aftermarket T80 individual link alternatives available. Similarly, the outdated roof-mounted .50 cal can be replaced with a more modern example.

I built this kit over a very enjoyable two-day period. The tarpaulins and other enhancements probably added another half a day, while painting and weathering was the most time consuming element of the project.

This is another great kit from Tamiya. Israeli armour fans rejoice! ■

Tamiya's brand-new 1:35 scale M51 is a delight to build. It is great to have a genuine early configuration M51 Isherman available straight from the box.



Mig Pigments P030 Beach Sand; P234 Rubbel (sic) Dust were mixed together and applied sparingly to the tracks, the running gear and the top of the stowage.



Modelspec

Tamiya 1:35 Israeli Tank M51

Accessories and Decals Used:

Archer Fine Transfers Item No. AR88007 - Surface Details #7 (Casting Symbols and Markings)
Tank Workshop Item No. TWS250B
- Precision Detail Chain
M Workshop - Non-Fuzzy String, thick and thin
Verlinden Productions Sheet No. 155 - Israeli Vehicle
Markings No.1

Tools and Materials Used:

Albion Alloys Item No. NSR2 M - 0.33 mm Nickel Silver Rod
NorthWest Short Line "The Chopper II"
TJ Razer Saw
Tamiya Extra Thin Liquid Cement
Revell Contacta Professional Cement
Sege's Suga Blue
Kneadable Blue-White Yellow Epoxy Tape
Tamiya 10mm Masking Tape
Tamiya Liquid Surface Primer
Tamiya Putty Basic Type (Grey)
Gunze Mr Surface 500
Microscale Industries Kristal Kleer
Iwata HP-CH Airbrush
Iwata HP-TR Airbrush
Albion Alloys Brass tube
Evergreen plastic strip
Solvent

Paints and Finishing Products:

Tamaya Spray Grey Primer
Tamaya Spray Can: TS-46 Light Sand
Tamaya Acrylics: X-25 Clear Orange; X-26 Clear Orange;
X-27 Clear Gray; X-1 Flat Black; X-2 Flat White; X-49
Khaki; X-57 Buff; X-59 Desert Yellow; X-60 Dark
Yellow; X-64 Red Brown; X-67 NATO Green; X-69
NATO Black.
Valjeo Paints Acrylics: 310 Old Wood; 311 New
Wood; 337 Bright Ger. (Black)
Valjeo Model Color: 919 Foundation White; 925 Blue;
942 Light Green.
Future Floor Polish
Tester's Model Master Flat Clear Lacquer
Sin Industries Filter: P042 Brown for Desert Yellow
MIG Productions Earth Wash
AK Interactive Enamel Wash: KA-045 Dark Brown
Mig Pigments: P030 Beach Sand; P234 Rubbel
(sicc) Dust
2B Pencils

- ✓ Genuine first-generation M51 straight from the box; superb fit; straightforward build; high level of detail.

X A few tiny missing

Available from
Thanks to Tamiya for the sample.
Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating



55/56 The Arcade, The Piece Hall, Halifax, HX1 1BE

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NDH558 King Tiger Final Prod.	\$49.99		
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		IBG72026 Carrier w/Boys AT	\$9.99
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THIS MONTH IN TMMI

Tamiya Model Magazine International 196 - Feb '12

- Tamiya's 1:48 Bf109E-7 gets a tropical camouflage scheme using Testors Model Master enamel paints
- More DTM action in the form of Revell's Audis in 1:24
- A two page preview of Tamiya's all-new 1:350 battleship kit
- An Indian Army T-72 in 'Tetris' camo
- Yamaha YZR-M1, times-three
- An M8 Greyhound used by Sweden in the Congo
- Dragon's 1:35 StuGIII ausf.G in Moravia, 1945

and much more



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"The Emperor's New Clothes" - Mike Blank.
Best of Show.



Matt Wellhouser reports on some of the spectacular entries in the October 2011 Military Miniatures of Illinois show in Chicago.

CHICAGO SHOW

The 37th "Chicago" Show was held on 14-16 October, 2011. This is one of the largest military miniature shows in the USA. The show's main focus is on scale figures. However, there are "ordnance" categories that allow the entry of Armour, Aircraft, Ships, Railway models, Motorcycles, etc.

The show is held at the Schaumburg Marriott Hotel. Schaumburg is just north west of Chicago. As in past years, the attendance was outstanding, with modelers from all over the world in attendance.

Here you will find the top modelers of the figure/military miniatures hobby. Names such as Mike Blank, Bill

Horan, Shep Paine, Bill Ottinger and others come to display their works. Not only are the exhibitors modelers in the sense they build and paint kits, but you will find the prominent sculptors of the hobby as well. If you have ever purchased a Warriors, Verlinden, Post Militaire, Andrea or other kit, most likely the sculptor has exhibited at Chicago.

The award system is based on the "Open System". Judges usually choose on piece from a display that best represents the modeler's best work that would earn him the highest award. Awards range from Certificates of Merit to Gold medals. They also bestow "Best of Show" and The "Chicago Medal" special awards.

The standard of work is very high. This year was no exception. Mike Blank was awarded Best of Show for his vignette entitled "The Emperor's New Clothes". The "Chicago Medal" went to Jason Whitman for his continued outstanding level of work entered year after year. Both awards were very deserving.

Entries that caught my eye were Dan Capuano's 1:16 scale dioramas - one of a Tiger 1 with winter camouflage and a full load of riders; and his knocked out T-34 with entrenched German defenders. Lewis Pruneau had a massive boxed diorama of the Hindenburg crashing at Lakehurst New Jersey. This was a box dio that you sat in and experienced the tragedy. It was both a visual and audio experience. Very well done.

Bill Horan exhibited his 54mm scale "Enfilade Fire!" vignette that won best of show at World Expo in Switzerland. There were several other works from Jason Green, Scott Primeau, Greg Chilar, Doug Cohen and others. I'll stop trying to describe with words now - let the pictures explain themselves. ■



"They Did Not Back a Single Inch"
- Jason Whitman,
Chicago Medal



Tiger I Diorama- 1:16 scale, Dan Capuano



A wide view of Dan's Tiger diorama.



"Enfilade Fire", 54mm Bill Heran



T-34 Diorama, 1:16 scale- Dan Capuano



Panzer III - Andy Guldin



Kettenkrad - Greg Chilar



US Cavalry - Doug Cohen



"Hindenburg" - Lewis Pruneau



Looking down on the Hindenburg diorama.



Lincoln - Jason Green



Franz I Emperor of Austria 1804-1835 - Jason Green



Captain Miller - Matt Wellhouser



Chet- Fletcher Clement



Vietnam - Scott Primeau



Aerosans - Greg Chilar



BRDM - Dan Tsonick



Blackbeard - Matt Wellhouser



54th Massachusetts Memorial - Jon Harbuck



Roland D.Vla - Dave Peshke



Navy Seal - Steve Deyo



Hue 68 - Scott Primeau

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ERSATZ NÄCHT

Pawel Rzymski presents his "Wehrmacht '46" IR configured King Tiger Ersatz Nächtjager with parts from a Panther and a pile of after-market accessories.



Late-war German armour using Infra Red devices has always been a fascinating subject for modellers. This theme combined with some more-or-less "science fiction" styles of model painting is also without doubt becoming more and more popular in today's modelling. The variety of new kits and after market items available gives a large choice of modelling subjects.

In this build, my aim was to

combine infrared equipment, a special paint scheme plus a few unique features with the mythical Tiger II, the heaviest and most powerful operational tank of WWII.

The base for this project was not the newest but still excellent; Dragon's 1:35 scale "Sd.Kfz.182 King Tiger Henschel Turret Battle of The Bulge sPzAbt 501", kit no. 6254. The main after market parts came from Griffon (photo-etched set), Voyager (IR set, 88mm shells) and RB Model (metal barrel).

GETTING UNDERWAY

I decided to start this build with the rear hull plate.

Compared to a standard Tiger II this one was going to have some extra options scavenged from a Panther. The first obvious element to install in this area was the armoured bin for the IR equipment seen on some late Panther Ausf. G. The part came from the Voyager photo-etched set (PEAO72). Four small plates from a thick metal were cut out and glued to the rear

plate in order to attach it to the hull. The bin was not destined to be attached until the end of the build in order to simplify the painting process.

Other elements coming from a Panther were the final type exhausts with flame suppressors mufflers (Flammenverneichter), which replaced the original ones. One exhaust was left without the muffler and some small holes were drilled in the other one to

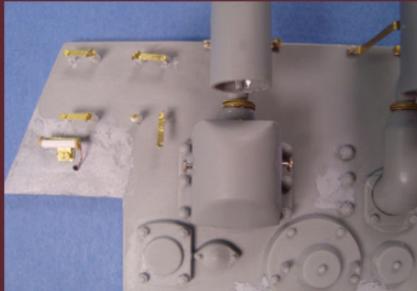
TIGER JÄGER



simulate the battle damage.

While adding the Tiger II heavy cast exhaust cover I realised that the one on the right could not be installed due to the size of the armoured IR bin. By chance I found a picture of an abandoned final Tiger II with the same (right hand side) missing cover. Was it done to test the IR equipment on that tank? I don't think so, but it's still good to know that it might have happened. I had

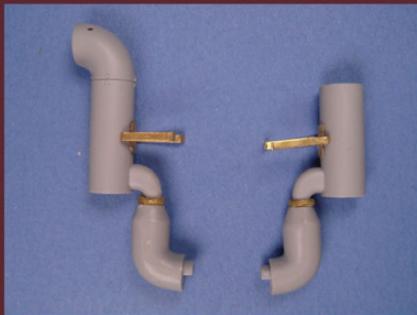
no choice but leave it as it was. The cover that was finally installed was upgraded with heads of pins to replicate the lifting hooks which are not included in the Dragon's kit. In the place where the other cover was missing the mounting screws were cut off (from the unused cover) and glued in places where they would normally be. With the extra parts done, the plate was finished up with few other standard elements. Holders for the U shaped hooks were recreated using plastic ▶



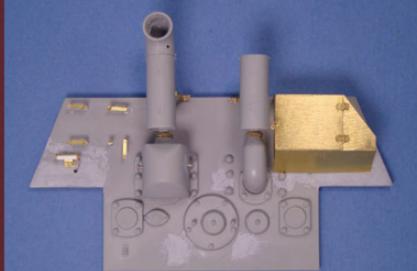
Conversion started with the rear hull plate. The new mounts are from the Lion Rear photo-etched set.



The large cast exhaust covers had some extra detail added.



Exhausts are from the final version Panther.



The size of the Panther stowage bin meant that the second cast exhaust cover would not fit on the rear hull plate.



The Dragon kit is getting a bit old now but it is still very nice. The tracks have been assembled in separate top and bottom runs. They will be removed prior to painting.

◀ rod and photo-etched parts. This was time consuming but it looks much better than the standard kit hooks. Also, the convoy light was replaced using Griffon's etched parts and a piece of thin wire.

Having finished the rear plate I started work on the lower and upper hull.

I began by completing the lower hull, suspension and tracks. The tank I chose to model was going to have the most widely used nine tooth sprocket and the Gg 26/800/300 double link combat tracks. The tracks were assembled

in two sections to allow removal for painting. After forming them to the desired shape I left them for a day to let the glue dry completely. The next day I took them off so they could be easily painted and weathered. Both right and left rear mudguards were left off as often seen in reference pictures.

Moving on to the upper hull, some serious work began on the photo-etched parts. The Griffon set is pretty good with a very impressive amount of parts. The quality is excellent and the layout is also very logical, which makes parts

easy to find. The instructions are clear but it is always worth taking a good look at reference pictures if you have any doubts. All the Griffon photo-etched elements intended to replace the kit parts were used. It certainly demands a lot of additional work but the resulting level of detail justifies the effort.

Tools clamps supplied with the Griffon kit were too fragile for me, so as always I used some from Lion Roar. They are made in white metal and are much more solid. Furthermore, a 0.3mm copper wire

was used to replace grab handles of all hatches and power cable for the IR search light on the glacis.

With the upper hull done I switched to the turret. As before, I used a large number of photo-etched parts including the track hangers. The kit's metal barrel was replaced with the very good-looking item from RB Model - great value for money. However, installing it in the mantlet required some work. It is difficult to understand why RB Model hasn't made it a drop fit to the Dragon Tiger II kits.



The hull was enhanced with all the replacement parts from the Lion Roar photo-etched set.



The distinctive bedspring armour was taken from Voyager's T-34 photo-etched fret.



Voyager was also the source for the FG 1250 device in the Commander's cupola and in front of the driver's hatch.



A second IR searchlight was placed where the standard front Bosch light should be.



Another "Ersatz" upgrade to the model was an armoured plate over the turret's roof. The plate was cut out to the turret's shape from a 0.1mm brass sheet.

ERSATZ UPGRADES

At this point the standard Tiger II build was done. The only thing I still had to do were some modifications (or rather add-ons) to make the tank look like an "Ersatz Nachtjäger". For the "Nachtjäger" part there was already the armoured bin on the hull and the rest was done by adding a standard FG 1250 device in the Commander's cupola (from the Voyager set) and another one in front of the driver's hatch. A second IR searchlight was placed where the standard front Bosch light should be.

The "Ersatz" elements consisted of a cylindrical bin from a Panther added to the rear section of the Tiger's engine deck. Some "anti-Panzerfaust" screens or rather bed springs from a Voyager set PEA085 (for the T-34/85) were attached to the Tiger's sides.

A small explanation about the idea of anti-Panzerfaust side screens would probably be helpful here. Most modellers have probably seen photos of T-34s during the battle of Berlin with mesh screens fixed to their sides as defence against the German infantry AT weapons. It is also known that Russians did use some captured German weapons including Panzerfausts of different types. The Tiger II is known to have a very strong front armour but the sides (as with any tank) are still more vulnerable. A tank operating during the night is even more exposed to such threats as anti-tank infantry fire. This is where the side screens come in handy... take or leave it but this is the way I figured it out.

Another "Ersatz" upgrade to the model was an armoured plate over the turret's roof. The plate was cut out to the turret's shape from a 0.1mm brass sheet. Later, during the first paint phase, I decided to double the plate so it would look more like spaced armour as seen on some Panthers.

Furthermore, two Panzer IV track links have been added to each side of the hull in the places where the driver and radio operator posts are. Such a solution (although with Tiger II tracks) can be seen on few rare historic pictures. Its aim was to give some additional protection to the crewmen seated just behind the thinner lateral armour. The last details were two Bosch headlights placed on the top of the mantlet (one full lamp and one socket).

PAINTING

After cleaning up the model in soap and warm water a base coat of Mr Surfercer 1000 mixed 1:1 with Gunze's Mr Levelling Thinner (a

thinner with retarder) was evenly airbrushed all over the tank. After much hesitation I decided to go for a rather unconventional type of camouflage. Many modellers know the Octopus Tiger II - wavy patches of sandy paint with green circles over Olivegrün base. I thought a similar camouflage, but this time over the red primer would be suitable for an ersatz vehicle.

Continuing with this concept, a mix of Tamiya XF-7 Flat Red, XF-9 Red Hull and a small amount of XF-2 White was sprayed as a base coat. Patafix (UHU's counterpart to Blu-Tack) was used as a mask on all areas that were to stay red oxide. Spraying a thin coat of Tamiya XF-60 Dark Yellow and XF-57 Buff created the sandy, hardened patches.

When the Patafix was carefully removed there was only one thing to do to complete the camouflage: paint the red circles. For that I used a thin round brush and Vallejo paints, 982 Hull Red mixed with 985 Cavalry Brown. At the same time the wheels, the sprocket and the idle were all painted in dark yellow or red primer colour. The barrel was painted with Tamiya XF-53 Neutral Grey as a base for the dark grey barrel primer the Germans used. Another detail to paint was the rear IR box. Coming from a late production Panther G, it was painted in diagonal bands of dark green, dark yellow and red brown.

CHIPPING & WEATHERING

Chipping was kept to a very low level during this build. Just some red oxide shade chips were applied over the dark yellow areas. It was very difficult to show some more pronounced chips as the red oxide hull was quite dark.

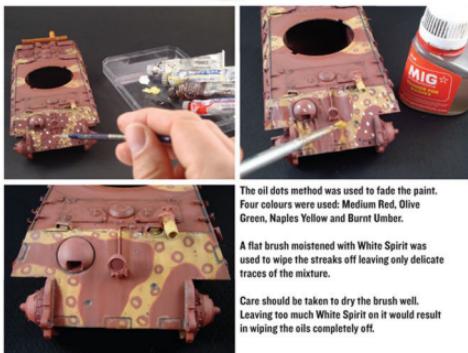
The first stage of the weathering process was the application of filters. Two kinds of filters were applied. First, a red filter (made of White Spirit and a red artist's oil paint) was applied on red primer zones. This was followed by a medium brown wash applied on the dark yellow patches, then a dark pin wash was applied in all recesses and around raised details to give them more depth. The model was left alone for a couple of days to let the oil based filters completely dry.

Before the next step, the whole model received a protective coat of semi-gloss acrylic varnish. In fact, I repeated this step many times during the weathering. The next day when everything had dried, the oil dots method was used to fade the paint. Four colours were used: Medium Red, Olive Green, Naples Yellow and Burnt Umber. The dots were applied with a thin

The Octopus pattern was applied in several stages. The first step was to spray a base coat of Tamiya XF-7 Flat Red, XF-9 Hull Red and a spot of XF-2 Flat White.



The pale disruptive colour is a blend of Tamiya XF-60 Dark Yellow and F-57 Buff. The "Octopus rings" were carefully hand painted.



The oil dots method was used to fade the paint. Four colours were used: Medium Red, Olive Green, Naples Yellow and Burnt Umber.

A flat brush moistened with White Spirit was used to wipe the streaks off leaving only delicate traces of the mixture.

Care should be taken to dry the brush well. Leaving too much White Spirit on it would result in wiping the oils completely off.



After the oils dried, work started on the streaks.

Streaking was done in two steps. During the first step the AK Interactive's AK014 Winter Grime was put into service. After painting vertical streaks with a thin brush the model was left to dry for around thirty minutes. Next, a flat brush moistened with White Spirit was used to wipe the streaks off leaving only delicate traces of the mixture.



After the streaking came the rain marks. Those were done with a very similar method using a mix of two AK Interactive products: AK015 Dust Effects and AK017 Earth Effects.



Having finished all of the above steps, the Tiger had a nice, appearance of dirt and dust.



The last step of weathering was the creation of wet and oily stains.



Mig Productions P410 Oil and Grease stains mixture were applied. Before using it the greasy liquid was diluted with White Spirit for easier application.



Significant amounts of mud splashes were added all around the hull and side skirts.



To achieve the desired effect, the splashes were applied in three layers using three different AK liquids mixed with plaster (in the given order): AK015 Dust Effects, AK017 Earth Effects and finally the darkest AK023 Dark Mud.



The stains were applied with a small round brush. Once a stain was done some pure White Spirit was applied on the edges to make the outer part more transparent.

► round brush. The Burnt Umber dots were placed on the edges and around higher details to create a slightly darker shade. Using White Spirit and a flat brush the dots were progressively washed away leaving behind a layer of faded paint. During this step care should be taken to dry the brush well. Leaving too much White Spirit on it would result in wiping the oils completely off.

After the oils dried, work started on the streaks. Streaking was done in two steps. During the first step the AK Interactive's AK014 Winter Grime was put into service. After

painting vertical streaks with a thin brush the model was left to dry for around thirty minutes. Next, a flat brush moistened with White Spirit was used to wipe the streaks off leaving only delicate traces of the mixture. The same process was repeated the next day using the same AK product and MIG Productions P220 Dark Wash. After the streaking came the rain marks. Those were done with a very similar method using a mix of two AK Interactive products: AK015 Dust Effects and AK017 Earth Effects.

Having finished all of the

above steps the Tiger had a nice, appearance of dirt and dust. This was the right time to add the wheels and tracks. Before being added to the model all wheels received a solid portion of mud made of plaster, pigments, thin sand and the white glue. Some very dark wash was later applied over them to simulate the wetter, fresh mud and grease around the hubs. Having installed the wheels it was finally possible to get the tracks on. Before being installed the tracks were first painted with a Vallejo Panzer Aces Track Primer mixed with a dark grey paint. Then, earth colour pigments were applied with the aid of pigment fixer. Finally, the parts of tracks that would be in contact with the ground were painted with a Tamiya aluminium enamel marker. A final touch was going to be given a bit later when tracks would already be installed.

Despite the already visible weathering, my plan was to go even further, perhaps forgetting the surely very wise expression

"Less is More". To depict some heavy duty effects, I decided to add significant amounts of mud splashes - one of my favourite weathering methods. The splashes were added all around the hull and side skirts. To achieve the desired effect, the splashes were applied in three layers using three different AK liquids mixed with plaster (in the given order): AK015 Dust Effects, AK017 Earth Effects and finally the darkest AK023 Dark Mud. Each time an old brush was dampened in the mixture and short bursts of air from the airbrush were creating splashes on the hull. The reason for sticking to this sequence is that it is very important to achieve a natural effect of fresh mud accumulated over the older, drier and lighter mud. Afterwards, splashes of dusty pigments (mainly Industrial City Dirt from Mig) were applied to the upper part of the hull and especially on the engine deck.

The last step of weathering was the creation of wet and oily



Only at this moment were the side anti-Panzerfaust screens fixed to the hull and turret.

A few shell cases were placed on the engine deck too. Note the different camouflage on the Panther stowage bin.



At the very end, details like spare tracks on the turret, empty shells and cleaning rods sticking out of the bin on the engine deck were added to give that extra level of detail.



The IR equipment gives the big vehicle a unique appearance.

Modelspec

Dragon 1:35 scale Sd.Kfz.182 King Tiger Henschel Turret Battle of The Bulge PzAbt 501. Kit No. 6254

Accessories Used

- Voyager Item No. PEAD07 - IR WWII Infra Red FG1250 for Panther Ausf G.
- Voyager Item No. PEAO05 - Bedspug Armour for T-34
- Griffon Item No. L35017_001 - King Tiger photo-etch
- KB Item No. 358-04 - King Tiger gun barrel
- Lion Roar Item No. L35091 - German Tool Clamps.

Paints and Finishing Products

- Tamiya Acrylics: XF-1 Flat Black; XF-2 Flat White; XF-7 Flat Red; XF-9 Red Hull; XF-53 Neutral Grey; XF-57 Buff XF-60 Dark Yellow.
- Tamiya Enamel Marker: X-11 Chrome Silver
- Vallejo Acrylics: 982 Cavalry Brown; 985 Hull Red
- Vallejo Acrylics: 980 Panzer Aces: 304 Track Primer
- Oil Paints: Medium Red; Olive Green; 'Aples Yellow'; Burnt Umber; Lamp Black
- AK Interactive: AK017 Winter Grime; AK015 Dust Effects; AK017 Earth Effects; AK023 Dark Mud.
- MIG Productions: P220 Dark Wash; P410 Oil and Grease stains
- White Spirit

- Good detail; accurate; still a very nice kit.
- Nothing worth mentioning.

Available from

Dragon kits are available in the UK by The Hobby Company Limited www.hobbyco.net

Rating



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<http://www.squadron.com/itemDetails.asp?item=ICM35533>

■ This particular kit is the very first attempt by ICM to release a Typ 770K (W150) Tourenwagen plastic kit in 1:35 scale into the market

■ Highly detailed chassis, engine and interior.

■ 4 versions decal sheet included



MODEL KIT/No 35533

Typ 770K (W150) Tourenwagen

WWII German Leaders' Car

SCALE
1:35

WWW. ICM.COM.UA



Italeri has released a modified military version of their big 1:24 scale Opel Blitz. Andy King takes a look at this famous truck.

BUILD A BIGGER BLITZ

Although it is not the only truck to see service with the Wehrmacht during WWII, it is certainly the best known. The title 'Blitz' (German for lightning) was given to a range of trucks produced by



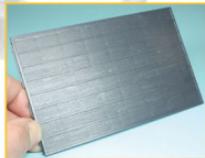
The slats in the grill are moulded open – nice touch.



Tires are black plastic, not vinyl.



Woodgrain texture is nicely done.



These sink marks will be almost impossible to fill without eliminating the surrounding woodgrain texture.

Opel between 1930 and 1975, the version in the kit being the 3 ton 4x2 'S' which was produced from 1936 up until 1944. Powered by a 75hp 3.7 litre engine the truck itself was used in a variety of roles throughout WWII, anything from an ambulance to carrying a Zcm Flak.

Italeri's 1:24 scale Opel Blitz comprises around 200 parts moulded in grey and black, a sprue with clear parts for the cab glazing and a decal sheet printed by Zanchetti Buccinasco (Cartograf must be getting too expensive for Italeri).

The parts are cleanly moulded with little flash and feature a decent woodgrain effect for the rear cargo bed.

The chassis is a multi-part assembly so care will be needed to keep everything square and level. The engine is made up from just nine parts but as the engine compartment access panels are moulded shut you won't be able to see much of it anyway. The front steering is designed to be moveable but from my experience this can lead to a very sloppy fit of parts with front wheels pointing in different directions. The cab doors are moulded shut but with a little effort can be opened up although you will need to source some decent instrument decals as there are none supplied in the kit.

Some truck kits suffer from ejector pin marks in the wood effect but I'm pleased to say that this kit doesn't suffer from that problem. In fact the only one mould pins that I did find were a couple under the front fenders and inside

Clear parts are supplied for the windscreen, headlights and windows.

the cab roof. What it does suffer from, however, is a series of sink marks in the cargo bed that will almost certainly be impossible to rectify. Also on my sample there are a couple of noticeable flaws in the clear parts that would also be impossible to remove or polish out so a coat of road dust will be needed to hide them.

Four decal options are provided; three Wehrmacht vehicles from the 21st Panzer Division, the 110th Infantry Division and an unknown unit plus a truck from an unknown Luftwaffe unit with a fancy, flowery green camouflage over a sandy base.

The kit itself is very nice but it is a shame about the moulding flaws. It will make a good base for super detailing especially with regard to the scale, however at the moment you will find filling that big empty cargo bed tricky as there are not many accessories, apart from some Jerry cans, available in 1:24. There have been few releases of military vehicles in this scale so whether it will be the 'next-big-thing' (literally) in the armour modelling world remains to be seen. ■

Thanks to Italeri for the sample www.italeri.com



Moulding quality is generally very good throughout.



The doors may be posed open with a minimum of extra effort thanks to the parts breakdown in this area.



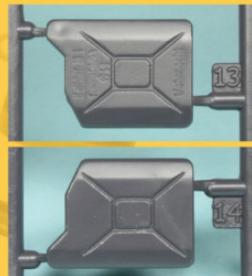
Dashboard detail is supplemented by decals.



The engine is made up from nine parts.



Wheel detail.



Jerry cans are supplied in the kit.

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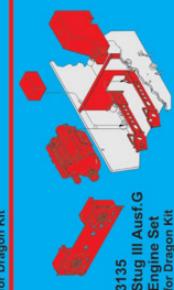


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KV KAPUTT

Javier Redondo Jiminez creates a scene from the early months of Operation Barbarossa, combining two of Trumpeter's 1:35 scale KV-1s in the process.



In December 1940, Hitler signed Directive 21, better known as Unternehmen Barbarossa (Operation Barbarossa) in honour of Frederick I "Barbarossa" Emperor of the Holy Roman Empire. The plan was a lightning strike against the Soviet Union, with the intention of annihilating Germany's Eastern adversary in just a couple of months. ▶

At dawn on Sunday June 22, 1941 the German Ambassador in Moscow, von der Schulenburg, after destroying his books and other documents secret key, requested an immediate hearing with Vyacheslav Molotov, Soviet Foreign Minister, presenting the declaration of war when and three German army groups simultaneously invaded Soviet territory. ▶



Trumpeter's early version turret has been combined with the 1942 model hull to deliver this hybrid variant.



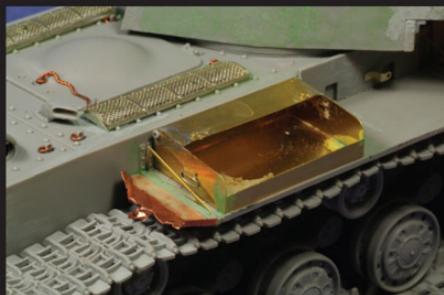
The parts from Trumpeter's various 1:35 scale KV kits are effectively interchangeable.



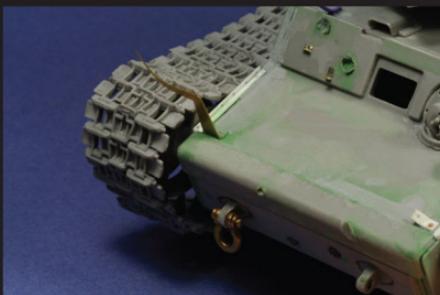
Trumpeter supplies nice link-and-length solid plastic tracks with their kit.



The tracks have been modified on one side to represent battle damage on this knocked-out tank.



Grilles and other details were sourced from an Aber photo-etched set. The damaged track guard is copper foil sheet cut and bent to shape.



A few additions from plastic strip were made to the front of the hull. Note the battle damage to the hull here too.



More shell strikes have been added to the lower hull sides.



Aber's photo-etched parts have been used to detail the inside of the open hatches.

◀ The brutal attack was of such magnitude to the unsuspecting Soviet forces that their armies were encircled in huge pincer movements and quickly wiped out, losing large swathes of territory in the dazzling opening weeks of the campaign.

These images remained the story of the first months of Nazi aggression against the USSR, with huge numbers of prisoners and material destroyed and abandoned. Any of those countless photographs can serve as a reference to capture that atmosphere of chaos and destruction.

THE SAGA OF TRUMPETER'S KV'S

Trumpeter offers almost every variant of the KV family in 1:35 scale at a high level of quality and at a low price.

In order to reproduce this transition model I used two kits from Trumpeter, the KV-1 Model 1941 with the small turret, kit no. 356; and the KV-1 Model 1942 simplified turret, kit no. 358.

With the turret of the first and using the second hull, I built a 1940 model KV-1 turret shield armed with the improved F-32 76 mm gun. This variant was manufactured during September / October 1941. All these substitutions fitted easily

as all the pieces of Trumpeter's KV family are compatible.

Apart from these modifications, the rest of the model was built almost straight from the box with the sole addition of a photo-etched fret from Aber to detail the engine vents and the inside of the open hatches.

To simulate the repeated impacts of projectiles, I used the tip of a soldering iron 15 W, trying to plan where and how these would look the most natural. Nothing is

better than wartime photographic references for this type of planning. Some of the photos showing the amount of damage absorbed by the armour of these early KVs are nothing short of amazing.

On the right track guard, which holds part of the chain guard, I used copper foil to simulate battle damage. This highly flexible material allows the guards to be modified to our needs without any problems. ▶



Agama's acrylic RI3 Dark Green paint is an excellent match for Soviet 4BO.



The centre of various panels and structural features were highlighted with a mix of Tamiya acrylic XF-60 Dark Yellow and Gunze-Sangyo H442 Light Green.



Vallejo Panzer Aces 330 Russian Tank Lights was diluted in distilled water also apply by airbrush to highlight the most exposed areas with an even lighter shade.

The tracks and lower hull were dirtied-up with an airbrushed application of Humbrol enamel 26 Khaki.



Metal parts on the KV-1 were not primed, so they were very prone to rusting. Tamiya XF-64 Red Brown was used to represent these oxidised areas.



The Cyrillic slogan "За Сталина!" (for Stalin) was drawn onto the hull with a white watercolour pencil.



A bread palette of oil colours is an effective way to increase wear and blend it into the base colour.



Shadows and highlights were applied with MIG Productions Dark Wash.



The groundwork was made up from Titan Acrylic Matte Gel, static grass, chalk, brown umber pigment and fine sand.





The figure is from Hornet, euphemistically entitled "Relief at the Front"!



The head was replaced with a better item from Hornet's extensive range.



The turret slogan was eventually overpainted with Vallejo 951 White, carefully applied with a fine-tipped brush.

◀ The roughness of the turret armour plates was represented with Squadron Green Putty diluted in acetone and stippled on the surface with a hard hairbrush.

The remaining small improvements are readily apparent in the accompanying photos.

PAINTING

The typical colour for Soviet armour including the KV family during the Great Patriotic War was labelled 480. This colour was a mixture of yellow ochre (40 to

60%) zinc (15 to 20%) ultramarine blue (10%) and white (10 to 20%). The variation in the proportions makes this colour lighter or darker.

I do not bother to mix my own 480 paint. Instead, I use the Czech acrylic paint brand Aqama, R13 Dark Green, as my benchmark for USSR Dark Green. I think that this is a very accurate shade for Soviet armour green.

The figure is from Hornet, euphemistically entitled "Relief at the Front"! ■

Roots and tangled vegetation were fixed to the base with white glue.



Modelspec

Trumpeter 1:35 KV-1 Model 1941 Small Turret

Kit No. 00356

Trumpeter 1:35 KV-1 Model 1942 Simplified Turret

Kit No. 00358

Accessories Used

- Aber Item No. 35190 - KV-1 Basic Set Vol 1
- Hornet Item No. GH14 - "Relief at the Front" figure
- Hornet Heads - Item No. H3202
- Paints and Finishing Products
- Aqama Acrylic Paint - R13 Dark Green
- Tamiya Acrylic - XF-60 Dark Yellow, XF-64 Red Brown
- Gunze-Sangyo Acrylic - H442 Light Green
- Vallejo Panzer Aces Acrylic - 330 Russian Tank Lights
- Vallejo Acrylic - 951 White
- Humbrol Enamel - 26 Khaki
- Mig Productions - Dark Wash

Good detail and fit; accurate.

Some ejector pin marks, especially on tracks.

Available from

Trumpeter kits are distributed in the UK by Pocketbond

Rating



Fine sand was sprinkled on the surface that was previously impregnated with glue.





RSO ARTILLERY TRACTOR

The RSO (Raupenschlepper Ost) was designed in response to the experiences of the German forces during the first winter campaigns in Russia and the poor showing of existing wheeled and half-tracked vehicles in the difficult, muddy terrain and conditions. Based on their 1500A light truck, Steyr came up with a fully tracked vehicle that was initially to be a prime mover for artillery pieces but was such its versatility that it was used in a variety of other roles.

Originally featuring a rounded, pressed-steel cab, the RSO/3 featured in Dragon's new 1:35 scale kit had the simpler, flatter type of cab presumably to speed up production of a very useful vehicle.

The RSO/3 was powered by a 5.5 litre 4 cylinder/ 66hp diesel engine with a maximum speed of around 30kmh (18mph).

Dragon initially released the RSO/PaK 40 so it was only a matter of time before the cargo version was kitted. Moulded in

grey styrene, the kit features over three hundred parts (not including the tracks), a sheet of etch metal, clear styrene for the cab glazing and a small sheet of decals. The PaK 38 is from an earlier Dragon release (6444) and all the parts for it are confined to one sprue, however that doesn't diminish the quality of it.

The tracks are individual links of the 'Magic' variety, which means you don't have to spend hours cutting them off the sprues and cleaning them up. At the most there is a small raised sprue attachment point to remove on each link. The road wheels now feature photo-etched parts, which presumably is a response by Dragon for the criticism they received for the first RSO kit.

The engine is made up from eighteen parts and the chassis is a multi-part assembly too so care will be needed during construction. The wooden cargo bed is well rendered on top with no evidence of mould-pin marks however there is no detail moulded underneath the bed - a

Andy King reviews the contents of the cargo version of Dragon's 1:35 scale RSO family, which also includes a towed 5cm PaK 38 anti-tank gun.

bit nit picky I suppose but I'm not sure what would be visible.

One thing to note is that all the way through the instructions you have the choice of wooden or metal frames so be careful during assembly.

There are six painting options for vehicles from either the Eastern or Western fronts, one of those 'liberated' RSO belonging to the Free French Army in 1944. The decal sheet is nicely printed by Cartograf. As well as having licence plates for actual vehicles, there are separate numbers to make up your own.

This is a lovely looking kit in the box, typical Dragon quality and should build up into a nice replica of the real thing. All we need now is the earlier version with the rounded cab and I'll be a very happy bunny. Somehow I don't think I'll have to wait too long.

Highly Recommended. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



Subtle texture detail is moulded to the timber parts for the cargo bay.



Some of the moulding is very delicate, including the impressive frame above the cargo bed.



The simplified pressed wheels are new mouldings for this release.



Impressive and crisp detail features on the final drive housings and drive sprockets.

Check the attention to detail on the drive sprocket hub with the raised 'STEYR' lettering.



Full engine detail is included. The powerplant is made up from 10 parts.



Markings are supplied for six different vehicles.



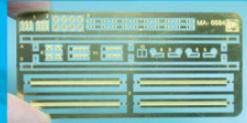
The individual Magic tracks have already been removed from sprues and are ready to use.



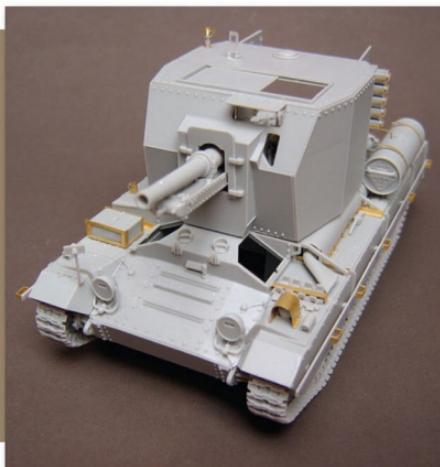
The gun carriage wheels have pre-distressed tyres - nice!



The towed PaK 38 is an older release but still a very good representation of this artillery piece.



The new photo-etched fret addresses omissions from the previous release.



FOR WHAT WE ARE ABOUT TO RECEIVE...

Graham Tetley reviews and builds the new 1:35 scale Bronco Bishop.

For many years, the only 1:35 scale Bishop that we had in plastic was Dragon's boxing of the old VM kit. It was okay for its day, but I can confidently say that that kit can now be consigned to eBay.

Bronco's latest is packed with detail and brings the vehicle fully up to 21st Century standards. There are just short of 1000 parts in this kit, so it is not one that can be thrown together in a few hours.

What I aim to do in this write up is guide you through the kit's highs and lows. I will highlight the instruction 'faux pas', and entertain you with a tale of woe, resin casting and a plastic-munching moggie. So, without further ado, let's get cracking!

WE ARE GATHERED HERE TODAY...

If you have built a Miniart Valentine or Bronco Archer then a lot of this kit will be familiar, as the

lower hull tub, tracks, suspension, road wheels and transmission sections are all the same. What we have in this box though are new sprues for the superstructure, internal fittings, side shields and ammunition. Also included are parts for the 25 pounder gun, and you will be pleased to know that a lot of those parts end up as spares for dressing up your old Tamiya kit.

There was no major flash on any parts in my kit, although I did find that some areas of the road wheel rims had a tiny amount of flash on them. Barely noticeable though is some sinking to the superstructure sides where the internal detail is moulded. No visible parts are marred by ejector pin marks, but that warped hull top is back again - more on that later. The instructions come in a large A4 booklet and are clear and uncluttered, which is useful as there are 52 construction steps to

complete. See below though as my kit came from the Far East and the one I bought in the UK had some correction made to it.

I covered the construction of the lower hull and running gear in my Archer review back in Issue 61, so I will not bore you by repeating the same words. What I will do is highlight the differences and concentrate on the parts specific to this kit.

STEP UP TO THE PULPIT

Construction starts by adding the driver's seat, controls and interior parts specific to the Bishop in the first three construction steps.

I recommend that you add the bulkhead Part J10 to the hull and then use that to line up the rest of the interior parts - it will fit better that way.

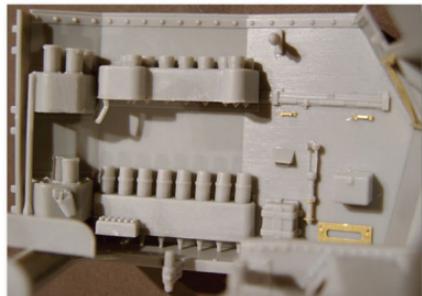
Once that is done, our attention turns to the radiators and transmission. Because this was a

build review I added these parts in steps 4 to 7, but my preference would be to leave them out. In my kit the upper hull part was warped in that the fenders had been bent upwards. This distorted the upper hull, which I suspected (and found) would affect the fit of the access hatches at the back. To get those to fit I had to glue those hatches in place which, unfortunately, hid all of the lovely detail beneath.

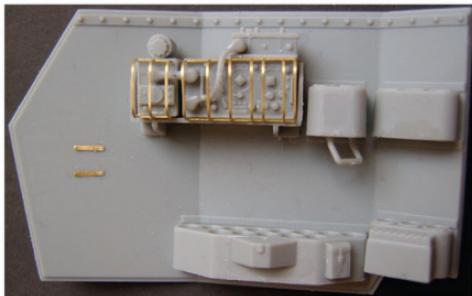
Interestingly, the second kit that I bought had the upper hull moulded as straight as a die, so the best advice I can give you is to check this part before you buy the kit.

Steps 8 to 13 deal with the sprockets, idlers and road wheels/suspension mounts so I would refer you to my previous comments in the Archer write up. The main thing to be aware of is to ensure that all of the road wheels are straight and level. Just take your time.

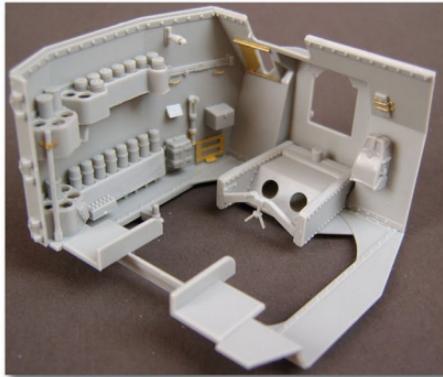
Before I started on adding the



Fully loaded and ready to go.



So good you can almost get Radio Caroline on it!



The gun cradle.

upper hull detail in Steps 14 to 23 I attached the stowage bins to help straighten out the hull. These were clamped in place and left to dry overnight. Step 15 requires that you build the exhaust but I suggest that you attach parts C59 & C58 to the hull first and use that to position the rest. Apart from containing many tiny parts (for which extreme care is needed) there are no problems to speak of.

Step 18 deals with the construction of the auxiliary fuel tank and you are asked to fit it to the hull in Step 19. Please don't do that - wait until you have installed the superstructure as that will let you get the placement right. It is a shame that all of the exhaust system is hidden under the plastic part C3, but at least you know that it is there. You are asked to fit the sand shields in Step 23 but the rails and etched brass hooks are very fragile and easily breakable. I would suggest leaving them until last.

ONE IS NOT A MEW-SEDI!

Sadly, half way through the construction of this kit, my much-loved feline friend of 12 years took ill and didn't recover. I can't live in a home without a cat to share my modelling room with (he used to curl up on the spare bed and watch me at work) so shortly after his demise my wife and I re-homed two 8-week old kittens, a brother and sister. Let me give you an invaluable tip - don't let kittens near your modelling space!

When I started building the gun I noticed that some small parts were missing. I blamed it on either the Carpet Monster or the onset of mid-life dementia. But that was only until I found a kitten trying to eat a track link. The little blighter must have munched her way through the tow hook, gunner's seat mount and the main gun sight housing. Needless to say I didn't

go looking for those parts, but the good news for Bronco is that I went out and bought a new kit to make resin castings of the missing pieces. You can see these castings as beige-coloured items on the photos, but you will be pleased to know that the cat has suffered no lasting damage!

MEET YOUR MAKER (OR 25 POUNDS OF FUN)

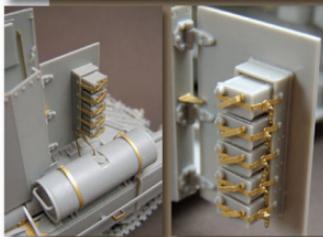
Now comes the fun bit in Step 24 where we finally get to grips with the superb 25 pounder gun. We kick off with the breech, which can be made workable with care. The gun is riddled with tiny parts and you need to exercise extreme care in its construction. The kit that I got from Hong Kong had a plain instruction sheet, but the one I bought in the UK had had an amendment stapled over Step 25. Unbeknown to me, I should not have glued that box thing (Parts Cb4 & 5) to the gun.

You need to deviate from the instructions in several places here. Sub-step 27 has you building the toothed elevation gear, but do not fit it or sub-step 31 until Step 34. Fit the gun to its cradle in step 34 (also miss off Part B22 - it fouls the fit to the superstructure) and note that the elevation gear needs to line up with the toothed wheel part B13. It is not clear from the instructions, but you need to fit Part B73 from sub-step 31 to the square hole on the cradle mount, part K80. Once that is done, then you can fit the rest of that sub-step.

There are several small brass parts to add to the gun (the carpet monster and not the cat claimed two), as well as various bold heads that you scrape from the sprues. The gun assembly sapped my patience - don't get me wrong, it looks lovely, but the tiny parts and unclear instructions will test the patience of a saint. ▶

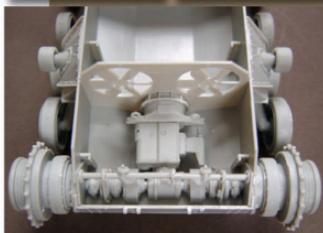


Floor ammunition stowage.



The flimsy rack and fuel tank plumbing.

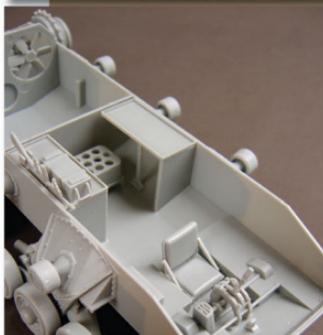
You will need 20/20 vision to thread these!



It is a shame to hide all this transmission detail.



The fixed radiators hide the transmission parts.



The driver's compartment and hull interior detail underway.



The crew Thompson and suspension detail.



The detail moulded to the bare hull front.



Exhaust detail.

WHAT'S UNDER THE CASSOCK?

We are on the home stretch now. The fighting compartment interior comes with a full stowage load. There were no construction problems here. I found that the fit of all the superstructure plates was perfect, so I built each plate one at a time. You get a lovely No.19 wireless set with an etched brass guard and all that is missing is the wiring.

When you get to the turret roof there are alternate part to provide a different hatch arrangement, but only one is catered for in the instructions. It would be shame to have that entire interior hidden, so I opted to fix the rear doors fully open. The flimsy can rack is fixed to one of the rear doors, and if you enjoy a challenge, you will love this. Each can is made of 4 parts, and the holder comprises 4 plastic and 12 etched items. If, like me, you

have a desk lamp and magnifying glass, you will be able to thread the straps through the buckles. Several time though I came close to stamping on this assembly, but I got there eventually!

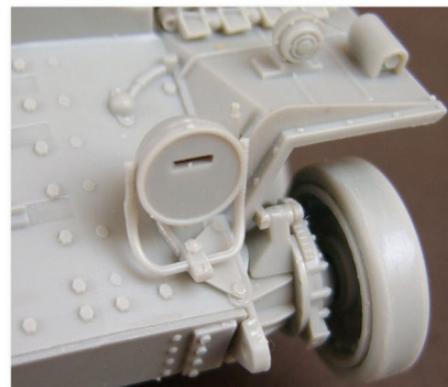
I was able to leave the superstructure separate from the hull as the fit is so good. To finish the kit off, I added the sand shields and this is where the curse of the bendy hull struck again. The fenders were not straight and were slightly kinked in a few places, so I had to clamp the shields to the hull whilst the glue set. And that is just about it for construction. Phew!

**HEAVEN SENT,
OR THE WORK OF THE DEVIL?**

After all of the kit's trials and tribulations you do get a superb looking model, of that there is no doubt. However, part of me does think that it is very over-



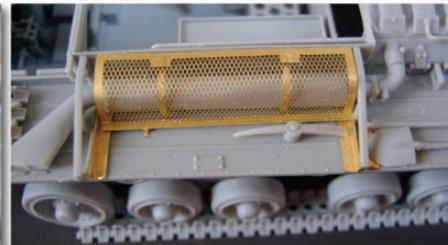
Road wheels and suspension units are common with the Archer and Valentine kits.



Headlight detail looks great.



The basic plastic kit parts are also enhanced with effectively placed photo-etch.



The exhaust with photo-etched mesh guard added.



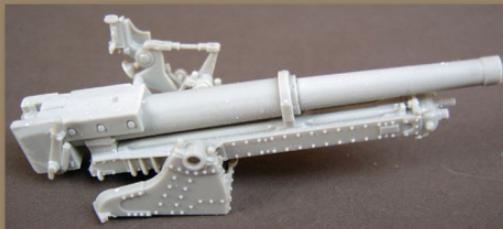
A pain to build, but beautiful when completed.



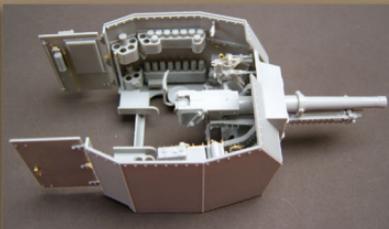
Detail on the gun. Notice the glue scars (oops!).



Close up of the elevation mechanism.



The gun under construction.



The gun snugly in its new home.

engineered, but I guess that that is the price that we have to pay for today's kits.

The warpage to the hull was a setback, as were the confusing construction steps surrounding the gun, but I hope that my notes here will enable you to build it better and quicker than I did. Those issues

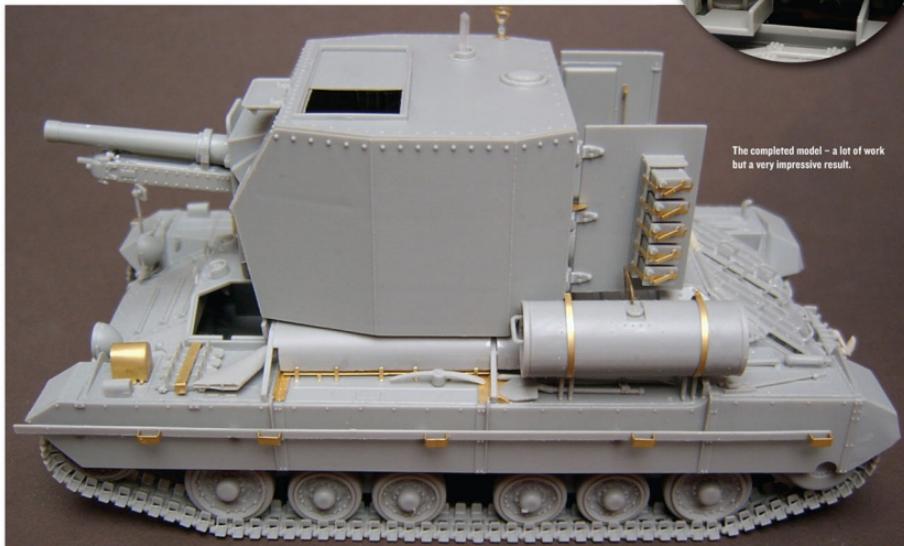
aside it is a lovely kit and well worth the asking price.

It is a complicated build, but what you end up with is a high quality kit that fits together really well and really looks the part. Take your time with it and you will not be disappointed.

For me, I will remember this kit

as the last with my old building buddy and the first with my new furry friends. Now, I wonder if she will develop a taste for Dragon plastic? ■

Bronco kits are available online from Hannants
www.hannants.co.uk



The completed model – a lot of work but a very impressive result.



Model Victoria's 1:35 scale resin C.V.33 may be small, but it is a triumph of casting quality and detail. Luke Pitt takes a closer look.

PERFEZIONE PICCOLO

The C.V.33 was an Italian development of the Vickers Lloyd Mk.VI tankette. This small tankette was widely exported but proved little more than cannon fodder when placed against any worthwhile opposition.

This new 1:35 scale full resin kit from Model Victoria comes in a film green box with a photo of a very well built and painted model adorning the box top lid.

The kit comprises of around 100 finely cast resin pieces, a decal sheet and a medium sized photo-etched fret. The kit also comes with an outstanding figure in a not-often-seen pose of putting on his coveralls. The colour four page instructions are noteworthy, as they are both simple and easy to follow. I believe other manufacturers should copy this logical approach - it's almost foolproof.

The kit is broken down into a lower tub into which all the interior fittings (and I do mean all) are placed. The level of detail

on all these internal fittings is astounding; the transmission case for example is a thing of beauty, with almost all the detail found on the real thing translated down to a few resin pieces.

The engine block is another example of both flawless casting and unparalleled accuracy. Moving on to the crew compartment, all the detail that is present in the real vehicle is reproduced in resin. The twin machine guns, for example, are a multiple piece affair and are breathtaking in their execution. The upper hull is cast in four pieces with all the hatches cast as separate pieces; both inner and outer detail is present on these items. The all-important fit of the upper and lower hulls is excellent with almost no gaps present on a test fit.

The running gear is very well done, with the tracks in particular being almost bullet proof. The end connectors have a shallow track pin depression on each link that are both very accurate and not often seen in a model of

this diminutive size. The tracks themselves are presented in various lengths and although I not a huge fan of this approach, the system works very well on this particular vehicle.

Comparisons with the Bronco kit of this very same vehicle are inevitable and quite frankly justifiable. On the one hand, the Bronco kit is around half the price of the Model Victoria offering, and has a full interior. The Model Victoria kit has more, and in most cases better detail. The tracks on the Model Victoria, for example, are very much better than the Bronco kit (not that they are bad on the Bronco by a wide margin). I guess it all comes down to what you want or, more importantly what you perceive. A lot of people for example buy a BMW because they perceive it to be better brand than say an Opel. Are they correct? They both get you from A to B. Depends on your perception, I guess.

A lot of modellers have asked me over the years, who does the most accurate resin casting? My answer is always the same. Model Victoria.

If you want the best kit available of this vehicle available in any scale today then the Model Victoria kit is the one to get. It's that simple.

Highly Recommended. ■



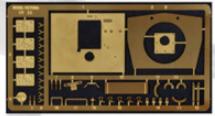
Hatches are provided as separate parts so all of that lovely detail in the engine bay and fighting compartment may be viewed.



Suspension units are cast as one part each, with the wheels integral with the running gear - very clever!



The standing figure is superb, and the pose quite original.



The photo-etched fret.



The lower hull is a once-piece tub with detail cast onto the inside.



The forward upper hull is an impressive one-piece casting.



The transmission and final drives are cast as one piece but detail is not compromised.



The engine fan is a remarkable piece of work.



Full engine bay detail is provided.

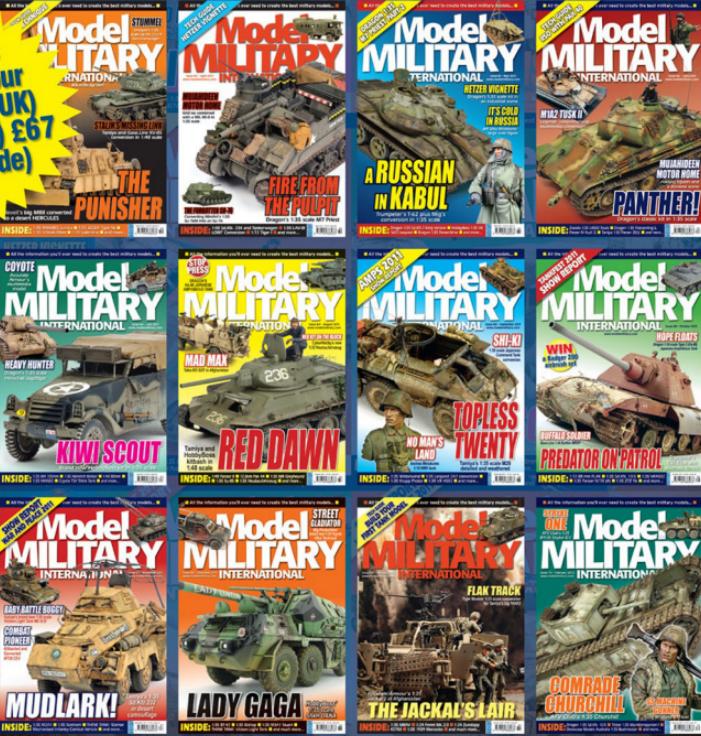


Markings are provided for several vehicles.

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March 17th-18th

SKALA 2012 - IPMS Norway Nationals.
 On 17 and 18 March 2012, IPMS Norway is holding its annual competition and exhibition at Letohallen near Gardermoen Int. Airport.

This is one of the largest model competitions in Scandinavia and, like last year, we will have different demonstrations and how-tos from both national and international model builders. For more information see www.ipmsnorje.org/portal/ Questions regarding the show can be sent to post@ipmsnorje.org We would like to welcome all model builders from all parts of the world!

April 14th

POOLE VIKINGS MODEL CLUB ANNUAL SHOW

Saturday 14 April 2012, Parkstone Grammar School, Open 10:00 am - 4:00 pm One of the best scale plastic model shows in the South of England! Over 50 exhibitors, dioramas and displays from visiting clubs - see amazing scale models of planes, armour and science - fiction subjects. Over 30 scale model retailers, selling kits, accessories and books - get yourself a bargain! Make and Take event - for children and beginners. Glue, paint and take away a scale plastic model - materials and guidance free of charge. Tombola / Refreshments and other attractions on the day.

Admission:- Adult £3.25 Child / OAP £1.75 Family £7.00
 For Further Details, Make & Take bookings and trade enquiries:
 Contact Sue Meadowcroft 07522 529867

Venue: Parkstone Grammar School Sopers Lane BH17 7EP

April 20th-22nd

IPMS SPACE COAST FLORIDA - MODEFEST

IPMS Space Coast will host a Modelfest and contest from April 20-22 2012 at the International Pal Resort, 1300 N Atlantic Ave., Cocoa Beach FL. For special guest rates call 321-783-2271, code: SCM. For contest information please contact Bob Taylor, 321-676-1472 between 10:00am and 8:00pm, or email BHT936@aol.com

Vendor contact is Carl Weaver,

321-431-5536 between

10:00am and 8:00pm, or email cweaver@cflr.com

Visit our website at: www.ipmsspacecoast.com

May 20th

RAF Museum Hendon Model Show.

The date for the next Hendon Model Show has been fixed for Sunday 20 May 2012 from 10 am to 6 pm. The show will be held at the Royal Air Force Museum, Grahame Park Way, London, NW9 5LL.

This is the show's fourth year and we have been pleased to see consistently increasing numbers of visitors from both

the modelling community and general public.

We are now opening booking for traders and clubs. To register your club please email hendonmodelshow@yahoo.co.uk For more information, please visit www.rafmuseum.org/whatson

June 17th

MAFVA NATIONALS 2012

The date has been determined for the vehicle show and thus the MAFVA nationals for next year: Sunday June 17th 2012 (Father's day). And more good news, we appear to have a marquee as well! More information will be available in coming issues.

August 19th

LETCWORTH MODEL SHOWCASE 2012

Letchworth Scale model club is proud to announce MODEL SHOWCASE on Sunday 19th August 2012 Our new venue is The Broadway Hotel Ballroom, Letchworth, SG6 3NZ (Next door to Morrisons Supermarket) less than a minute from Letchworth station. Ample parking at the venue and at the town centre carpark less than 3-4 mins away
 Doors Open 10.00.
 Trade stands, visiting clubs and demos, 20 class competitions. Wargames demos/participation games. And if you get peckish there is everything from a

sandwich to a 4 course meal, and a bar for the non drivers

For Further info please contact Bob Parker 01480 891710 or email robrenparker@sky.com, or Frank Henson. 01462674020

September 8th-9th

QMHE 2012, BRISBANE AUSTRALIA

17th Anniversary 2012 Queensland Model Hobbies Expo and Queensland Scale Modelling Championships, will be held at the Brisbane Table Tennis Association Stadium, Green Terrace, Windsor (Downey Park), Brisbane, Queensland 4030, Australia from 9.00 am to 5.00 pm Saturday 08 September and 9.00 am to 4.00 pm Sunday 09 September 2012.

Visit www.qmhe.com or contact the Secretary; secretary@qmhe.com for more information.

NOTTINGHAM MAFVA NEW VENUE

Nottingham MAFVA now meet at the following venue:
 The Community Room
 Highfields Fire Station,
 Hassocks Lane, Beeston,
 Nottingham, NG9 2QQ.
 Our meetings are still on the second Saturday of each month from 12.00 till 4pm.
 Newcomers always welcome!

If you have an upcoming event that you would like featured on this page, please send all details to: editor@modelmilitary.com





Book Reviews

REPAIRING THE PANZERS - GERMAN TANK MAINTENANCE IN WORLD WAR 2, VOLUME 2

BY LUKAS FRIEDELI

PANZERWRECKS

ISBN: 978-1-9080320-1-0

Panzervrecks has followed up 2010's superb *Repairing the Panzers* Volume 1 with an equally impressive second instalment.

"Repairing the Panzers Vol.2 – German Tank Maintenance in World War 2" by Lukas Friedli continues Panzerwrecks' detailed account Panzer maintenance, repair and recovery.

Volume Two covers the tactical deployment of Panzer repair units, and the factors that affected operational readiness of these demanding vehicles.

This newest hardcover volume is presented in a landscape format across 256 pages on glossy paper with large and well-reproduced wartime images. This new volume boasts 279 photos, many of which are appearing in print for the first time. The photos are further supported by drawings, diagrams and tables.

Although the images and their accompanying useful captions are the core of the book, each chapter also contains a detailed narrative on the particular subject at hand. The author has based many of his findings on German wartime primary source documents including official orders, war diaries, minutes of meetings and reports. The Chapter titles for Volume 2 are:

1. Deployment of the I-Dienste
2. Maintaining the Tigers
3. Maintaining the Panthers
4. Factors Affecting Readiness
5. Spares and Supplies in Action
6. More Influencing Factors
7. Performance Statistics

Appendix (including Type Diversity and Index)

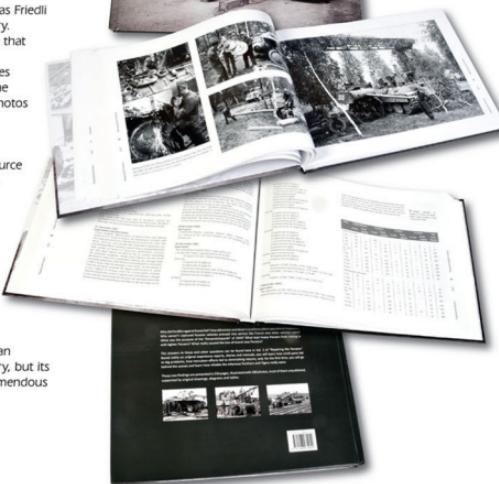
The book is a perfect compliment to Volume 1, but still stands well on its own.

"Repairing the Panzers - German Tank Maintenance in World War 2 Volume 2" is an important reference on the fascinating subject of Panzer maintenance and recovery, but its hundreds of beautifully reproduced wartime photos will also be the source of tremendous inspiration for modellers.

Highly Recommended.

Available online from Panzerwrecks www.panzerwrecks.com

Brett Green



UNDER THE GUN 2 - WESTWALL. GERMAN ARMOUR IN THE WEST, 1945

BY DENNIS OLIVER

ISBN: 978-0-9806593-6-8

THE OLIVER PUBLISHING GROUP

The Oliver Publishing Group's latest title is the second in their "Under the Gun" series, Westwall. German Armour in the West, 1945. Dennis Oliver emerges from the Publisher's desk as author of this title.

The new book is presented in the familiar 34 pages including soft covers and is in A4 format.

Despite its slim proportions, the book is packed with information and large, beautifully reproduced wartime photos of German armoured vehicles knocked out or captured on the Western Front during 1945. Most pages boast two large photographs with detailed and useful captions focusing on the configuration, camouflage and markings of the vehicle depicted. Around 60 photos in total are provided.

In addition to the vehicles themselves, the uniforms and decorations of the Afrika Korps crews are also covered.

The centerpiece of the book (quite literally, as it is the four middle pages) is 16 full colour profiles of the photographic subjects, plus several scale and detail views. Once again, these illustrations are amply captioned. A further four vehicles are covered in colour profiles on the back cover. The profiles feature StuG IIs, Panthers, Panzer IVs, a Tiger, a nice selection of half-tracks and armoured cars and a Panzer III. The inside back cover offers a diagrammatic table showing the organization of Clausewitz, the last Panzer Division, in the weeks leading up to the end of the war in Europe.

The Oliver Publishing Group seems to have hit a sweet spot for modelling reference with their series of books. Thanks to careful selection of wartime photographs and the provision of attractive colour artwork, there is ample inspiration and information for a number of modelling projects.

Traditionally, many of the subjects in these books soon turn up on Bison decal sheets so, we can only hope that these late-war armoured vehicles receive the same treatment.

Highly Recommended.

Thanks to the Oliver Publishing Group for the sample www.oliverpublishinggroup.com

Brett Green



ARMOUR CAMOUFLAGE AND MARKINGS OF THE FRENCH 2ND ARMoured DIVISION IN WORLD WAR TWO

BY CLAUDE GILLONO

ISBN: 978-83-60672-16-7

MODEL CENTRUM PROGRESS

This series of books continues to open this Scotsman's wallet and add to the growing stress on my bookcase shelves. The newest title continues Model Centrum's range of books covering colours and markings for various armoured formations of WWII and again, it does not disappoint.

The French 2nd Armoured Division is the subject of this book by French Author Claude Gillono and this one maintains the high standards he has set for himself in previous titles. Claude has unearthed a great collection of the Division's vehicles in service in North West Europe in WWII. The book not only catalogues images but introduces the reader to the makeup and organisation of the Division's units and their service.

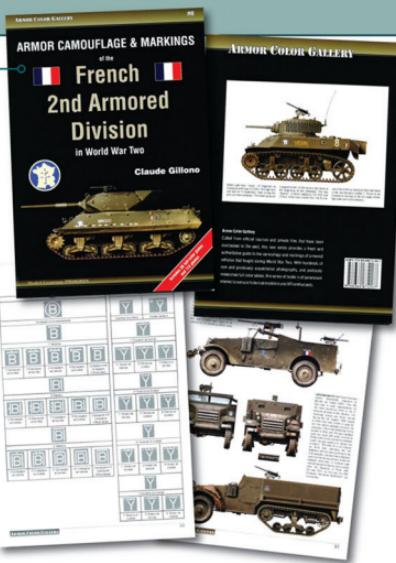
The book follows the familiar layout by chapter and concentrates on the main fighting vehicles of the Division including the M8/20 Armoured Car, halftracks, M3/5 Light Tank, M4 Medium Tank, M8, M10 & M7 self propelled guns and the M32 Recovery Vehicle. The photos are clear with good captions but I did notice at least one mis-identified Sherman "Alencon" an M4 labelled as an M4A2, which probably explains the riddle of the registrations the author mentions.

The 1:35 scale colour plates are excellent, covering the Division's main fighting vehicles over 8 pages. In addition, the Author has included two pages of tactical markings used by the Division but unfortunately these are in black and white, which detracts from their appeal and usefulness to the modeller. Maybe the publisher should have saved the two pages of coloured self-advertising for the primary material in the book. Regardless I have no hesitation of recommending this title to modellers, historians and enthusiasts.

Highly Recommended.

Sample purchased by the reviewer.

Al Bowie



POLISH Tracks & Wheels 2

Adam Jelonek

Vickers 6 Ton Mark E Type A

Vickers 6 Ton Mark E Type B

C6P & C6T1 CDP

Polish Vickers Part 1



POLISH TRACKS & WHEELS 2 - POLISH VICKERS PART 1

ISBN: 978-83-89450-77-7

PUBLISHER: STRATUS

This is my first introduction to the Polish Tracks & Wheels range of which this is the second title, and one that covers the Vickers 6 ton designs in Polish Service. I must say up front that this is a thoroughly enjoyable and excellent title and I will eagerly seek out Volume 1 to go with it.

The book covers the excellent between wars Vickers 6 Ton designs as used by the Polish and spans the following models:

- Vickers 6T Mark E Type A
- Vickers 6T Mark E Type B
- C6P Tractors
- C6T1 Tractors
- C6T1 CDP

The book is presented in large A4 portrait format title on good quality glossy paper, well packed with clear large photographs and interesting text covering the development and use of these vehicles that formed the backbone of pre WWII Polish armoured forces. The reader is presented an introduction covering the Polish armoured forces prior to the introduction of the Mark E 6T tank family. This is well supported by photos and two pages of excellent colour plates.

Logically following is an introduction to the Mark E from its troubled beginnings with the Polish and leads into separate chapters on the major types and modification such as the Type A (Twin Turret MG Armed) and the Type B (Single Turret Gun armed) tanks.

The Poles used this chassis extensively in their mechanisation plans. Various tractor models were introduced based on it and used in recovery, artillery prime mover and armoured engineering roles. The book adequately covers these and also details the combat history of the various models within its 88 pages. A neat touch is the A3 sized double-sided set of 1:35 scale plans for the major variants of the tank and tractor models including the artillery pieces, trailers and various trailers.

The text throughout is readable and fascinating, supported by excellent colour profiles and black and white photos. For anyone with an interest in Polish armour, this book is a must. It will be of equal worth to the modeller, historian or enthusiast. Highly Recommended.

Thanks to MMP Books for the sample www.mmpbooks.com

Al Bowie



Water based mud effector EASY MUD!

- Korean
- European
- North Africa
- Pacific, Buff
- Russian
- Vietnamese



EASY MUD

MARU TECHNICS

Mud glorious mud [as a now famous modeller once called it] is a military modeller's friend - a fixer of construction errors, a filler of sorts and indeed a focal point of a well-weathered model. As we all know, some modellers have even built a reputation by the simple application of mud in its various configurations. Embrace mud and the modelling world will be your oyster [as one wag put it]. There are various products (and indeed books) on how to apply mud with most having the modeller mix either pigment powders or plain old dirt with another catalyst such as paint, flour or artist matisse. This new product by a South Korean firm combines pigments with an acrylic catalyst to produce a range of mud shades that will suit almost all modelling applications. The range includes:

- 21101 Standard Light (which has a light earth hue)
- 21102 Standard Dark (which has a slight red brown almost raw umber hue)
- 21103 North Africa (which as the name implies has a light sandy hue)
- 21104 Pacific Beach (which has a very light buff hue)
- 21105 European Earth (which has a mid earth hue)
- 21106 Russian Earth (which has a black brown hue)
- 21107 Vietnam Earth (which has a red brown hue)

The range is complemented with a product called "wet effector", which is a new term to me but nevertheless adds a gloss effect to the range for renditions of wet mud. The product comes in a quite nifty 60g glass jar with quite a wide opening screw on plastic lid. The mud itself has the consistency of ready mixed wall putty and can, if needed, be thinned with water. The product may also be mixed with other fillers such as grit or static grass to give a range of effects. I have briefly tested the product on various pieces of scrap plastic and can report it applies easily and dries to an almost matt finish. It is also very durable when dry.

At the time of writing this review only two internet sources for this product have been announced and they are www.hobbyeasy.com and www.hobbyterra.com.

I have used both of these suppliers myself and confirm they are both easy and painless to order from. The manufacturer has also informed me if these two suppliers don't suit the product can be sourced direct from Maru Technics on the following e-mail addresses: cchan@marutechnics.com or maru321@naver.com. I like this product. It is both easy to use and has some very attractive hues in the range. The real game changer, though, is the way it is presented. The packaging in the wide opening glass jars only adds to its appeal. I hope this product takes off as it has all the ingredients to make it a success.

Highly Recommended.

Thanks to Maru Technics for the samples.

Luke Pitt



HAULER HOT TOOLS

STAINLESS SAW FOR SCALPEL HOLDER NO.4 (BIG)

ITEM NO. HQT009

Hauler continues its venture into photo-etched tools for the hobbyist with this neat little set of saw blades. The pack consists of three stainless steel blades configured in three unique designs. The header card suggests they will fit a number 4 scalpel blade handle and I also found that they fit my larger Excel style blade handle without too much fuss.

There is a little bit of work required to get the blades ready for use and because they are made from stainless steel bending the blade into shape requires a bit more force than usual. Due to the use of stainless steel in the construction of the blade body and shank the overall strength of the product appears more robust.

These are a nice set of saw blades to add to the tool stash. Recommended.

Thanks to Hauler for the samples www.hauler.cz
Ross Ferro



HAULER HOT TOOLS

STAINLESS SUPER GLUE APPLICATOR. ITEM NO. HQT011

For all you modellers out there who like to play with resin and photo etch and use super glue frequently, here is a great product to help keep the glue to a minimum and reduce any possible mess.

These are stainless steel glue applicators. They are easy to hold and use by dipping into the glue and then applying it to the area required to glue together. There are 12 applicators in the set, which should last you quite some time. Being stainless, should be easy to keep clean and re-use over and over for some time.

This super glue applicator is well worth adding to the tool collection. You can never have enough tools!

Recommended.

Thanks to Hauler for the samples www.hauler.cz
Andrew Judson



EDUARD

1:35 SCALE LEOPARD 2A6M CDN DETAIL SET

ITEM NO. 36182

Here is a set for all those wishing to build a Canadian Leopard by model manufacturer Hobby Boss. In this set are two full sheets of photo-etch, a lot of it very fine, and a four page instruction sheet, well drawn and clear and easy to understand.

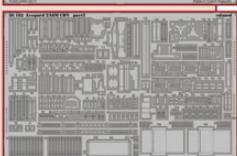
As mentioned many of the parts are very fine and will require experience with photo-etch to add to the kit. My personal opinion of this set is it is for those who wish to go full on and really super detail up a leopard. There are however some nice parts, like smoke discharger caps with chains on them and commander's cupola gun ring details.

Though as already mentioned, a very detailed set, it is worth getting if you wish to take your kit the next step.

Bar armour is also available separately from Eduard for this model.

Recommended.

Thanks to Eduard for the samples www.eduard.cz
Andrew Judson





Figures

- A round-up of the latest figure sets on release...



MINIART

1:35 SCALE

GERMAN CIVILIANS

ITEM NO. 35086

Modellers have been showered with new military figures from many nationalities and eras in recent years, but civilian figures are still rare in 1:35 scale.

MiniArt has now started to redress this shortage with a new set of WWII-era German Civilians in their growing figure range.

MiniArt's "German Civilians" comprise five figures:

- An old in an overcoat woman with a walking stick.
- A walking woman in coat with gloves and a handbag.
- A civilian man walking with hands in pockets (the small moustache and the trilby hat are more than a little reminiscent of footage of Hitler at his Bavarian Berghof retreat).
- A Hitler Youth member in short pants and rolled-up sleeves, and
- A versatile fifth figure that may be assembled as a policeman directing traffic or as a soldier on leave escorting one of the ladies. The choices for the final figure are made possible thanks to alternative arms, heads and headgear.

Both women's overcoats are moulded in front and rear halves with very thin hems, resulting in a realistic depiction of the legs and the bottom of the coats. It is not entirely obvious by looking at the illustrations of the completed figures on the back of the box, but the women's legs are fitted into Parts A2 and D3, and then these sub-assemblies are trapped between the front and rear overcoat halves.

Although the figures are specifically labeled as German, the two women and even the Hitlerish man could be used as generic 1930s – 1940s civilians from any western city.

Detail and sculpting of the figures is very good with minimal flash and fine sprue attachment points.

These civilian figures will be very versatile in dioramas, vignettes or as a stand-alone scene. They are particularly welcome at this time as we are seeing more civilian vehicles and buildings being released.

Highly Recommended.

Available online from Creative Models Limited www.creativemodels.co.uk
Brett Green

GERMAN CIVILIANS



MASTER BOX

1:35 SCALE

US CHECK POINT IN IRAQ

ITEM NO. NO-MB3591

Here is one of the latest sets from Master Box, depicting modern US Army soldiers at a check point in Iraq, although these could be used in many projects as a set or individually.

They are all well posed in natural positions and detail is well cast on the uniforms as are all the equipment and weapons.

There are a total of 68 parts in this set, making it not overly complicated, which I like, as you don't have to spend too much time in construction and can get to painting these.

The weapons in this set are worth mentioning as I found them to be of great quality for plastic injection moulded parts. There are two M4 variants, a modernised version of the M14 used by snipers and sharpshooters, and a Para variant of the Minimi light machine gun.

I also like how all pouches for the vests are separate as you can then vary the layout as does the soldiers who wear these, for their individual needs, a great idea.

In summary, this is a great set for all fans of modern subjects – a job well done. Highly Recommended.

Master Box products are available online from Creative Models Limited www.creativemodels.co.uk
Andrew Judson



GOVERNMENT ISSUE

90MM SCALE

HERMONUCLEAR RODEO

ITEM NO. GOV9001

Are you feeling a bit jaded about your figure modelling? Well here is something a bit different that might grab your attention.

"Government Issue" is a new house brand from Squadron. Their debut release is a 90 mm figure entitled "Thermonuclear Rodeo".

Of course, this figure depicts the famous scene from Stanley Kubrick's classic film, "Dr Strangelove", where Slim Pickens as B-52 pilot Major "King" Kong enthusiastically rides a nuclear bomb to oblivion.

The scene is presented in nine pieces of well-cast cream-coloured resin and includes the characteristic Stetson (with the right hand moulded on), bomb nose section, display base and decals. A length of Perspex rod is also supplied to attach the bomb to the base – also supplied as part of the kit. The pose and facial detail are authentic and animated. Full instructions are provided but cleanup and assembly will be very straightforward, leaving plenty of time for painting.

This is a well-executed and interesting vignette-in-a-box, with plenty of detail in this large scale.

Highly Recommended.

Available online from Squadron www.squadron.com

Brett Green



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DOES MODELLING SHAPE WHO WE ARE?

Deep, is the first word that came to mind when I heard this question. The gentleman I was talking to at a model competition then went on (with a smile on his face, I might add) to describe the concept in detail (much like the late Sir Alex Guinness did to describe "the force" to Mark Hamill in the first "Star wars" movie).

Modelling, he said, seeps into our personality and pervades the way we think. Indeed without it, we, may not be who we are. Now, a wag might say we would all would probably be better off, but still, it makes you wonder doesn't it?

How many of us are guilty of going into a shop with our partners or children for some unrelated matter and noticing something on the shelves that would be good for modelling? Indeed, just the other day I was on a bushwalk with my son and I noticed a fallen tree that had some rather lovely roots on it that would be great looking trees in 1:48 scale. Or worst still, a few days ago while conducting a stock audit at work, I noticed some rather fine looking mesh that would make a great German Thoma screen! Madness? Addiction? Call it what you will, it is a part of me and for the life of me I can't seem to shake it.

At the same competition I met and had conversations with a lot of modellers that for some reason or another had re-joined the hobby after a long hiatus. One comment that was often relayed to me was "I always loved modelling as a kid and the kits are so much better now". Undeniably, the detail on most kits today is pretty breathtaking, and as I, and many others, have said this is the golden age for the hobby in general. I know that I have said this before, but these are the guys we should be targeting when we all try to grow 1:48 scale modelling.

Until next time *Luke Pitt*

GASO-LINE

1:48 SCALE

ITEM NO: GAS48094 TRACKS SHERMAN T54E1 COMPATIBLE TAMIYA / HOBBY BOSS

ITEM NO: GASS0213 BMW R/75 WITH SIDECAR

The 1:48 scale after market product rage just keeps growing and Gaso-Line continues to lead the way with these two innovative releases:

KIT NO: GAS48094 TRACKS SHERMAN T54E1 COMPATIBLE TAMIYA / HOBBY BOSS

The tracks come loosely packed in a ziplock bag with colour parts description sheet and basic construction guide. All up there are 44 resin parts that go into building up the two complete track runs.

The resin parts are well detailed with only some minor resin flash and some minor warping on a few of the longer track runs. Larger parts have been attached to their pour plugs at some very critically detailed sections so good eyesight and a steady hand will be required to remove them from the plugs without damaging the fine details. Upon reviewing the construction sheet and parts photo, I found myself a little confused as to which parts of the track related to what part number. This may have been easily solvable if a small part number was cast in the pour plug. In this case I went with plan "B" and marked each pour plug/part myself after carefully verifying the part against the photos and construction picture.

Completion of each track run looks to be a fairly intense affair and you will have to be extremely careful with placement when bonding the parts. When compared to the tracks that come with the two suggested target kits I found myself asking if all the work would be worth the effort. I would recommend this update set only if resin tracks are absolutely essential for your kit.

KIT NO: GASS0213 SIDE-CAR BMW R/75

The BMW R/75 bike with sidecar really needs no introduction having been produced by a variety of manufacturers and now Gaso-Line has seen fit to join their ranks.

The kit parts come in a sturdy clear plastic blister pack with a colour image of the completed kit and two page colour parts description and instruction sheet in the box. There are 27 resin parts and some fine monofilament. Brass rod and copper wire also included.

The instructions rely heavily on pictures of the completed kit with arrows pointing out what part goes where. I suggest that previous experience with this version of the kit in its plastic format and some possible good reference materials will certainly help when putting this kit together.

The resin casting is a testament to Gaso-Line's clever approach in achieving terrific detail in this type of medium. The sidecar casting is beautifully hollowed out with detail that is just as good if not better than some of the 1:35 scale kits on the market. The two-piece main bike frame and integrally cast engine are also nicely done and will require some careful alignment during construction.

The construction sequence is completed when you are presented with the challenge of wiring the brake lines, throttle cable and engine plumbing. You will probably be reaching for your magnifier and reference materials to do so. This kit will look quite special with some careful construction and detailed painting and fills a nice gap in the quarter scale motorcycle market.

Highly Recommended.

Thanks to Gasoline for the review samples www.gaso-line.eu

Ross Ferro

GASO-LINE



GASS0213 Side-car BMW R/75



MMI 1:48 Scale Q&A with Charlie Pritchett from Verlinden Productions

Charlie Pritchett really needs no introduction. He is the master model maker at Verlinden and has been for a number of years. Charles has a great love for 1:48 scale and as some of these builds show, he is without a doubt a world class modeller. It is funny that, in some instances, master model makers don't show their completed and painted work. Charlie is an exception and his enthusiasm and attention to detail are an inspiration to many. It is a great pleasure to interview him this month.

THE INTERVIEW

Luke: Hi Charles. Good to have you with us. Can you tell our readers what motivates you to do masters and what is the process involved?

Charlie: *First of all Luke, call me Charlie. Only the bank manager calls me Charles! I have always been fascinated with the concept of recreating real objects in miniature, and followed in my father's footsteps into the modeling world at around 10 years old in the late 1970s. I was first inspired by Shepherd Palmer and Francois Verlinden back in the mid-1980s to attempt my own super detailing and scratch building, and I never looked back. When the Tamya 1/32 F-4D Phantom was first released, I wanted to convert it into the gun-nosed F-4E. It was then that I considered making a pattern for casting the first time. Although I sold that and a few other aircraft sets to Cutting Edge, it was getting hired as a full-time pattern maker at Verlinden Productions that really lit my fire. What I love about doing this kind of work is that I only have to make a part once, and I always have something different to work on. It never gets boring.*

Luke: Having cast your masters up yourself in the past, can you explain the process involved here? I understand that making a master for production purposes is a little different than, say, making a model for yourself.

Charlie: *Exactly. Making patterns for casting is very different from scratch building a model. Pattern making involves breaking down various components into parts that can be assembled. This breakdown of parts begins in the mind before any measuring or cutting or cementing begins. Each part must have a place to mount onto a carrier, which will serve as the pour gate for the resin in the mould. Pattern making is both designing as well as engineering, and requires a lot of imagination and visualization.*

Luke: Interesting comments Charlie. Do you have a particular field of interest you would like to follow?

Charlie: *I already have my own special field of interest that I follow every chance I get with my own personal modelling, and that is the military equipment and history of Persia/Iran. I'm completely obsessed.*

Luke: I know this can be a tricky question [as people's egos are involved] but who do you admire most in the 1:48 scale modelling community?

Charlie: *In no particular order, Luciano Rodriguez, Pat Johnston, and Manny Rodriguez.*

Luke: Okay here is another tricky one. Who do you admire in terms of master model making and your thoughts on the process of pantographing down larger kits to 1:48 scale?

Charlie: *I admire so many, but if I had to single out one person, it would be John Rosengrant. As far as pantographing down larger scales into 1:48, I think it's a very sensible thing to do in that it saves time and money. In fact, I've done it numerous times in my own work.*

Luke: Charles, is there any surprises coming up from you in the future?

Charlie: *I'm full of surprises...*

Luke: Ha! keeping the new releases close to your chest then...oh well. I know you're a busy man so one last question. What are your thoughts on 1:48 scale and what should we all do to make it the premium scale?

Charlie: *I love 1:48 scale armour, and think it is ideal for making dioramas. My only complaint would be that there are very few post-WWII subjects available, which in my opinion severely limits the possibilities. Where are the T-55s, T-72s, BMPs, Challengers, Chieftains, Abrams, M-60s, etc.? 1:48 is established for sure, but I doubt it will ever become the 'premium scale' due to many factors. One is simply that most modellers have already invested heavily in other scales, and another reason is that as a group we are all getting older, and our eyes prefer larger scales that we can see more easily. However, I also notice a lot of my peers turning their noses up at 1:48 armour, which I think is a shame. I think that if they would simply give it a try, they would discover that it is a fun scale to work in, it is faster, and even easier to work with [with the exception of those ridiculous workable PE parts] than the larger scales.*

Luke: That T-55 keeps on coming up month in and month out!



48th 1:48 Scale - A round-up of the latest news and releases



HAULER

1:48 SCALE

SOVIET FIELD KITCHEN KP-4.2 ITEM NO.

HL48012 HAULER NEWSSTAND/TOBACCO SHOP.
ITEM NO. HL48019

The latest batch of Hauler full kits show remarkable finesse in the way they are cast, together with the sensible use of photo-etched parts where appropriate. This is fast becoming the norm with this manufacturer and is most welcome.

The first kit for review this month is the Soviet Field Kitchen. This comprises 22 cast pieces plus 23 photo-etched parts on one fret. A well illustrated and precise instruction sheet is included with 35 construction steps.

The casting pour blocks are rather large on some of the pieces and care will be required when they are removed. I like this kit as it is refreshingly different and very well done to boot.

The second full kit from Hauler this month is a Newsstand, often seen in European squares and beside railway stations. The resin parts show a very fine woodgrain where you would expect. The main structure and all the other wood parts have a very clever planking effect, which should come up nicely with some careful painting and weathering. The door is cleverly done, with an appropriately cast zed section of timber to hold the door panels together (just like the real thing).

The rest of the resin parts are also well cast but care will need to be exercised when removing them from their resin pour plugs. The included photo etch fret goes towards making some hinges for the door and signs for the outside of the structure. A nicely printed set of newspapers and posters rounds this kit out.

Both Highly Recommended.

Thanks to Hauler for the samples www.hauler.cz



HECKER AND GOROS

1:48 SCALE

WHITE METAL FIGURES

This German manufacturer has been producing some of the finest 1:48 scale white metal figures for years and has sent the following for review:

- KSHG74 Swordfish Pilot and Cold weather deck crewman
- KSHG95 German Grenadier and Panzer crewman
- KSHG89 Polish Pilot and Mechanic
- KSHG98 World War One German Pilots

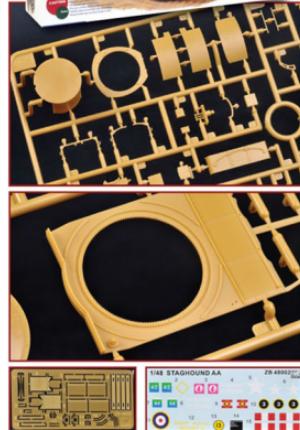
While I not a huge fan of the traditional white metal medium for figures, I can see the benefits here. The detail on all figures submitted is first class with the attention paid to the uniforms particularly noteworthy. The all-important facial detail is in some cases breathtaking and the posing in most cases very relaxed. The figures are right on the money in both size and bulk. There is a lot to like about these figures but I have often overlooked this manufacturer when planning my builds. I think this is a great shame as the figures themselves are quite highly detailed.

My advice is if you can find a figure in the 1:48 scale range that fits an application you have in mind, you really can't go wrong with these.

Highly Recommended.

Thanks to Hecker and Goros for the samples www.hecker-goros.de

Luke Pitt



BRONCO

1:48 SCALE

T17E2 STAGHOUND AA ARMoured CAR

KIT NO. ZB-48002

This new release from Bronco is the second 1:48 scale variant of the Staghound and represents the AA version of this particular vehicle.

This kit carries many of the sprues over from the first release and if any of you have read my review in the December edition of this column you will be no doubt aware of my high opinion.

This kit not only impresses me more, but has better scope in the application of both weathering potential and diorama usage.

Bronco's 1:48 scale Staghound AA has over 200 finely moulded plastic parts, one photo-etched fret and two marking options. The plastic parts are a wonder of the moulding art. Detail present is quite simply outstanding. For example, the .50 cal machine guns even have the openings at the end of the barrel. The new parts with this release are located on sprue B and they are superb. The open topped turret has remarkably thin side walls and the twin .50 cal mount is a joy to behold when complete - it even comes with a photo-etched gunsight. I highly recommend this kit as it is both accurate and very well detailed.

Highly Recommended.

Thanks to Bronco for the sample www.bronco-model.com

Luke Pitt

ERRATA - Frenchman River Model Works Website

In our review of the 1:48 scale Harbour Tug in issue 69 of MMJ we quoted the incorrect URL for Frenchman River Model Works' website. The correct URL is www.frenchmanriver.com. We apologise for any inconvenience.





Small Scale A round-up of the latest news and releases in 1:72 and 1:76



GUNTHWAITE MINIATURES

1:72 SCALE

GM72-015 - OFFICERS AND RATINGS - DUFFLE COATS-'ON WATCH'

GM72-016 - RATINGS-DUFFLE COATS-STEEL HELMETS

GM72-017 - RATINGS-OILSKIN COATS

Gunthwaite Miniatures have been around now for about four years producing their first set in 2008. This is their third set, all of British and Commonwealth sailors in 1:72 scale.

They have a website at www.gunthwaite.co.uk that contains details of their earlier products, purchase sites, colour recommendations and decal downloads.

They plan to offer RAF and FAA pilots and ground/ deck crew as well as army figures in the future. These three sets come in various shapes and poses. Officers and Ratings wearing duffle coats or oilskins with normal service hats or steel helmets.

Nicely cast in white metal, I could see no casting defects or seam lines and the detail looks very realistic and natural.

So, what would you use them on? Well, there's Airfix's 1:72 scale Vosper MTB, Matchbox/Revell's Corvette, Tamiya's post-war Brave Class MTB or with a bit of imagination, Revell's Type VIIIC U-boat modelled as HMS Graph, the Royal Navy's captures U-boat.

These figures will look superb painted up and placed on the decks of any of the four kits noted above, not to mention what may come in the future.

Highly Recommended.

Thanks to Gunthwaite Miniatures for the samples www.gunthwaite.co.uk

Glen Porter

SCHATTON MODELLBAU

1:72 SCALE

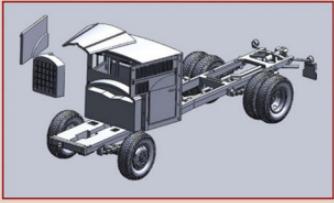
MERCEDES 4500 TRUCK PREVIEW

Schatton Modellbau has sent images of their first two 1:72 scale plastic models. These are not short-run kits – they are moulded in high-tech plastic.

Kit No. 72000 is the German Mercedes 4500 with steel cabin and with standard wheels, and the off-road wheels, and with the low and the high cargo tray.

Kit No. 72001 is the same, but with the simplified cab. These kits will be released in February 2012. The price will be 14.90 Euro each.

Thanks to Schatton Modellbau for the information www.modellbau-schatton.privat.t-online.de/



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■ Please mention 'Model Military International' if you make contact with any of the companies listed above - thanks!

Next Issue

On sale 1st March 2012



BAGRATION!
Jose Brito returns with a scene depicting a Valentine in Soviet service, based on the MiniArt 1:35 scale kit.

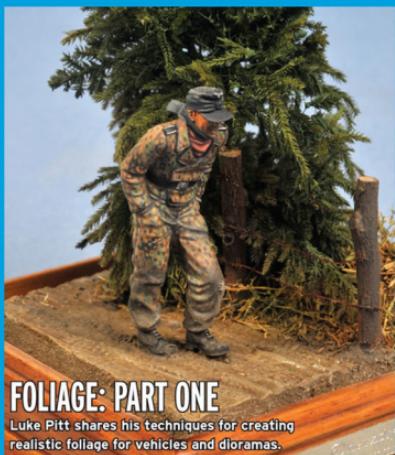
BIG GUN

Jim Wechsler builds AFV Club's 1:35 scale M1128 Stryker Mobile Gun System (MGS), the 'big gun' in the Stryker family



ZRINYI

Carlos Bravo Rodríguez and Joaquín García Gázquez collaborate to deliver this interesting Hungarian tank destroyer from Cz Kolince Models in 1:35 scale.



FOLIAGE: PART ONE

Luke Pitt shares his techniques for creating realistic foliage for vehicles and dioramas.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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The Last Post..



61011 1/35 4x4 MRAP



FULL INTERIOR

SECOND KINETIC 1:35 SCALE MRAP FOR 2012

Kinetic will be releasing a second 1:35 scale 1/35 MRAP vehicle in 2012.

The kit will feature a full interior.

More information will be available closer to release.

Thanks to Lucky Model for the images and information
www.luckymodel.com



AMBUSH CAMOUFLAGE PAINTING SYSTEM FROM USCHI VAN DER ROSTEN AND AK INTERACTIVE

Uschi van der Rosten is a new company from Germany that has joined forces with AK Interactive to offer some original products for modellers.

The first release is a system of adhesive masks and photo-etch to reproduce German Ambush camouflage, so popular with modellers. This camouflage is based on a variety of discs that form the perfect camouflage for central European forests. Until now, this style of camouflage has been tricky to reproduce for many modellers, but this new system will certainly make things simpler.

The set is available in two scales, 1:48 and 1:35 and is composed of three elements. First of all we have 3 soft mask-bars of connected discs (3 different sizes) according to the ambush scheme as seen on late Panther G (R01 and others). Another soft mask-bar containing separated discs is also included. These extra discs are consistent with the size and shape of the pattern on the other bars.

The single discs will be very helpful for fiddly corners, edges and other tricky spots. All soft mask elements are self-adhesive and come on a semi-transparent masking film. This is helpful easy adjusting, placement and removal of the masks.

The soft masks are re-usable up to a point. Handle them carefully and replace them on the carrier film after painting for long fun with the product.

A photo-etched stencil is included too. This stencil allows repeated use and is especially designed for flat areas of the model such as side skirts. The pattern on the PE piece is entirely consistent with the soft mask pieces included.

The German brand Uschi also offers a new product to rust white metal tracks in a natural way. You just need to submerge the tracks in the liquid for a few minutes and the metal takes on a realistic dark and rusty aspect, easily and effortlessly.

Thanks to AK Interactive for the information and images www.ak-interactive.com

AK Interactive products are available online from Creative Models Limited
www.creativemodels.co.uk



SHERMAN TYRES MOULDING SEAMS

Frank Forster from Germany wrote following my in-box review of Tamiya's new 1:35 scale M51 on Missing-Lynx www.missing-lynx.com:

"I have just read your build review of Tamiya's new Israeli Sherman and I stumbled over one remark about the centre line on the road wheels of the tank.

That centre seam is 'physiologically', even on a used vehicle."

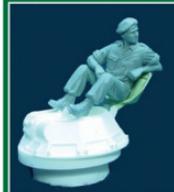
Frank's photos, seen here, show the raised seam present on the worn tyres of this museum example. Looks like partial sanding of the kit wheels' centreline seam would be enough!

MINIART GAZ-MM MODEL 1941 DUE SOON

MiniArt has announced a forthcoming 1:35 scale GAZ-MM Model 1941 Soviet truck containing 371 parts and including two figures.

We will have more information following release.

MiniArt products are available online from Creative Models
www.creativemodels.co.uk



CALLSIGN FIGURES

David Hay from Firestorm Models is launching a new figure and accessory line.

- C535001 APC Commander
- C535004 Australian Infantry 1968
- C535005 War Correspondent 1968

There are still some changes to be made to the figures prior to release.

Products will be ready mid to late January 2012.

Other items ready by then will include:

- C5002 APC Driver
- C5003 APC Officer
- C5006 Mine Detector
- C5007 Mine Detector Soldier
- C5009 Vietnamese Woman carrying pots
- C5012 Aussie Infantry conversion set
- C5013 Australian Plastic Jerry cans
- C5017 Mine Damaged M113 road wheels (2)
- C5019 Centurion Mine Damaged Wheels

Future releases being worked on include dry transfers, M113 conversions and a Lambro Lambretta 550, Roadsigns, Dead Vietcong soldiers, M113 Mine exploder George Flint and Steele early and late versions. Callsign figures and accessories will be available from Firestorm Models.

Thanks to Firestorm Models for the images and information www.firestormmodels.com

1:35 '39-'45 SERIES

S.I.G.33 auf Fgst.Pz.Kpfw.III(Sfl.)

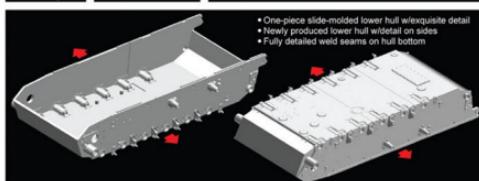
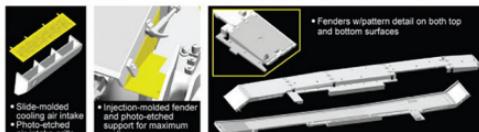
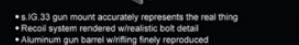
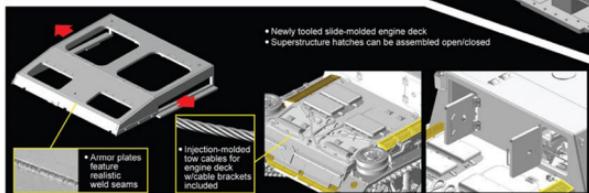
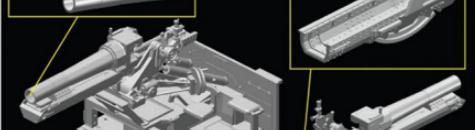
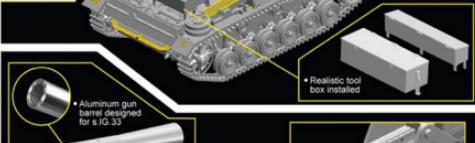
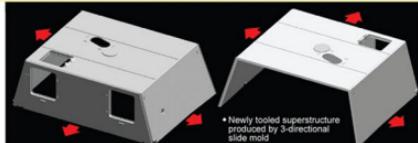
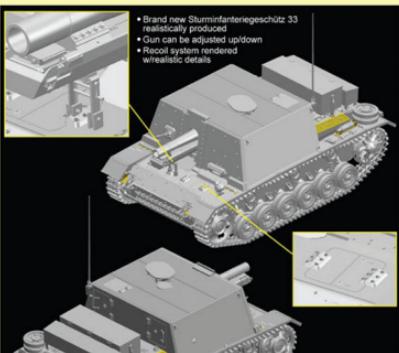
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Old Tank, New Gun

1/35 Scale Israeli Tank M51 Item 35323

In order to counter the JS-3 and T-54/55 tanks which were equipping Arab armies in the period leading up to the Six Day War, the Israeli Defense Forces decided to further upgrade the armament of their mainstay Sherman tanks. With the late-production M4A1's cast hull as the base, the IDF mounted a long-barreled 105mm main gun which the French Army had developed for their main battle tank. Tamiya's 1/35 scale model kit was recreated with the full cooperation of The Armoured Corps Memorial Site and Museum at Latrun in Israel and the result is a highly accurate model which reproduces all of the tank's distinctive features, including the main gun, turret with large counterweight, cast metal hull texture, and wide tracks. Line it up with other Tamiya 1/35 scale Sherman models to showcase this tank design's long, distinguished history.

The turret with large counterweight conveys the tank's imposing form.



The long gun barrel is highlighted by the distinctive muzzle brake.

1/35
SCALE

Length: 257mm



Kit also comes with commander and loader torso figures.



The shape of the muzzle brake is accurately reproduced. HVSS is detailed and yet not overly complex and belt-type tracks enable easy assembly.

MM 323
Assembly model kit

3 marking options are included to depict tanks from the Six Day War.



©2012 TAMIYA

**ISRAELI TANK
M1 SUPER SHERMAN**

The IDF's earlier 76mm gun-armed M1 Super Sherman is also available in Tamiya's 1/35 Scale Military Miniature Series.

1/35 Scale Israeli Tank M1 Super Sherman Item 35322 Length: 210mm



TAMIYA

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